RAILROAD

OCTOBER, 1961

50c | MAGAZINE

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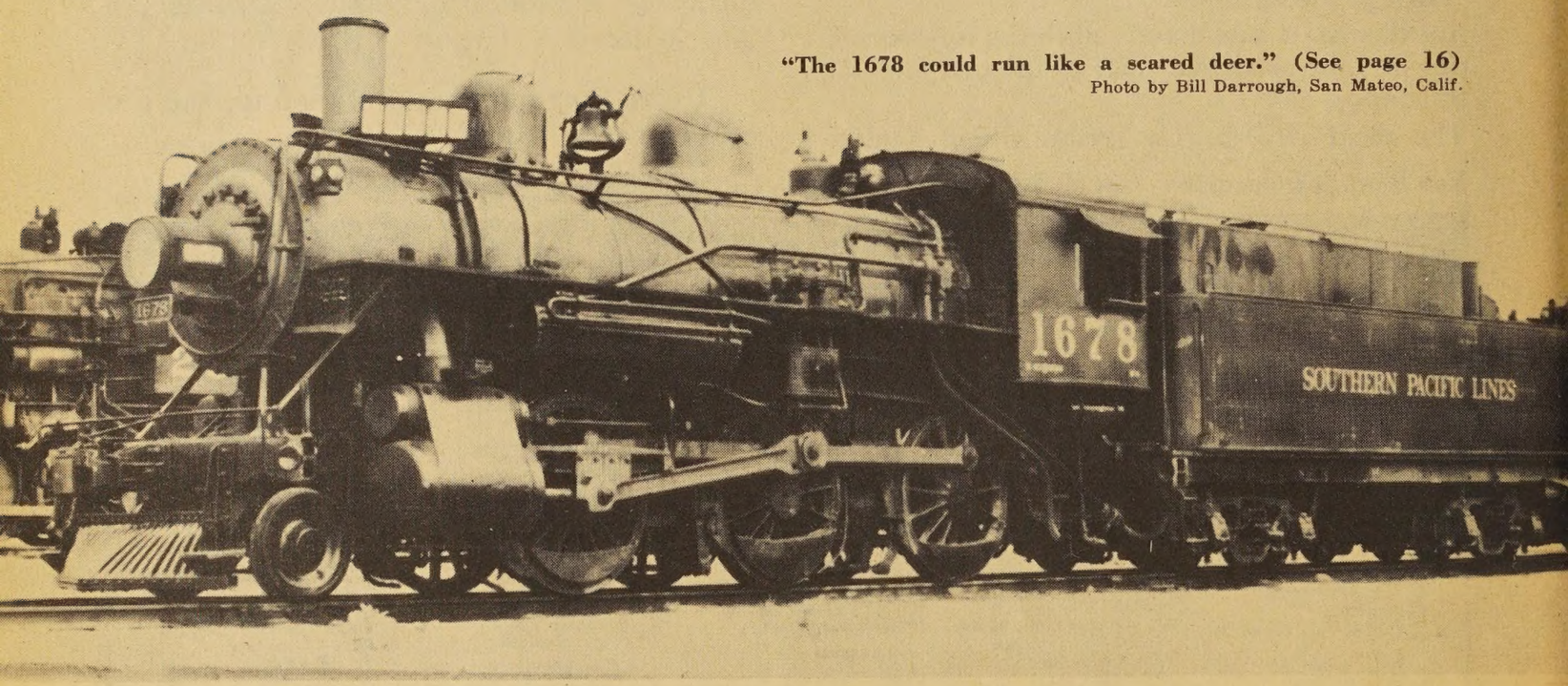

"The 1678 could run like a scared deer." (See page 16)
Photo by Bill Darrough, San Mateo, Calif.

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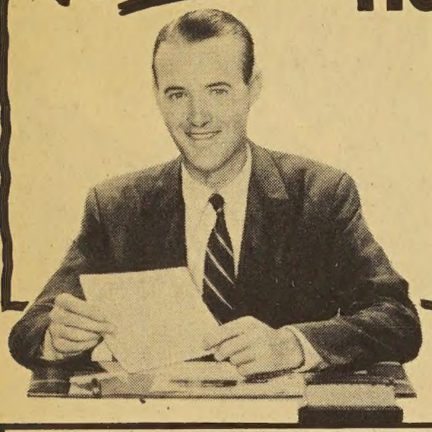

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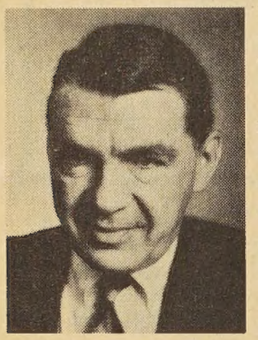
Railroaders and Fans Sit in With the Editorial Crew

BREVITIES. Jervis Langdon, Jr., the Baltimore & Ohio's new president, is the first lawyer ever to head that road. Langdon is no stuffed shirt. Tall, 6′ 2″, he is "Lincolnish" in in appearance and actions. A crisp executive with courage and humility, he has spent most of his 56 years in railroad work and made his influence felt. The B&O has picked an able leader for tough times.



Jervis Landon, Jr.

"Who can tell me which issue of *Railroad,* years ago, carried a write-up of Dominick R. Laus, who, like myself, is an Erie tugboat captain?" asks James Higgins, 7189 Amboy Rd., Tottenville, Staten Island, N.Y. "Also, who can supply pix of SIRT steam locos?"

Reading Railroad has just given the Historical Society of Pennsylvania more than 200,000 documents covering the road's 128-year history. E. Paul Gangewere, the Reading's president, expresses his belief that the gift is "the largest single group of historical records relating to a railroad presented at one time to an institution in the country."

Bill Knapke's article on "Our Lingo" (June '61) evokes this comment from Charles Henry, Garden Grove, Calif.: "It brings back memories of the many times I sat at lunch counters—*greasy spoons,* we called them—and listened to boomers talk, especially in 1900, when I hired out to the Rock Island at Chickasha in the old Indian Territory."

The original of this month's cover painting, size 19x16″, without the printed lettering, may be bought from the artist, Herb Mott, 871 Circle Ave., Franklin Lakes, N.J., for $25, postpaid. There is only one of this subject. Some of the originals listed in Aug. issue, page 58, are still available. All are suitable for framing. ●

LUCIUS BEEBE had an illustrated article on "My Favorite Train Rides" in *Holiday* magazine for July. He listed trips on half a dozen name trains: the *Broadway Limited,* the *Capitol Limited,* the *Panama Limited,* the *Super Chief,* the *California Zephyr,* and the *Sunset Limited,* and then stated:

"It may be worth mentioning that the best-paying train in the United States last year, on the basis of dollars per passenger-mile, was the narrow-gage Silverton run by the Rio Grande in summer months between Durango and Silverton, Colorado. From June until September no seat was unsold on this daily round trip through Animas Canyon aboard wooden equipment that was outmoded when Dewey took Manila, behind steam engines whose stacks give a reasonable facsimile of the burning of Rome." ●

OUR editorial, "Why Do the Railroads Buy Diesel Locomotives?" (Aug. issue) is stirring up more controversy than anything else we have run in years. Space limits us to a few short excerpts from the many letters received.

"Your editorial is a corker," writes Owen Davies, Chicago dealer in railroadiana. "I've been passing it around here and it has evoked much comment, both pro and con."

This comes from Thomas W. Solomon, Headland, Ala.: "In 1942 I was working for the Florida East Coast as a mechanical draftsman. The road then owned only six diesel locomotives, all from General Motors. We had much trouble in getting prints of them. I asked our mechanical engineer, Herbert L. Hodges, why we had bought the damned things from GM instead of waiting until Baldwin or Alco, which had supplied us faithfully for years, could meet our wants.

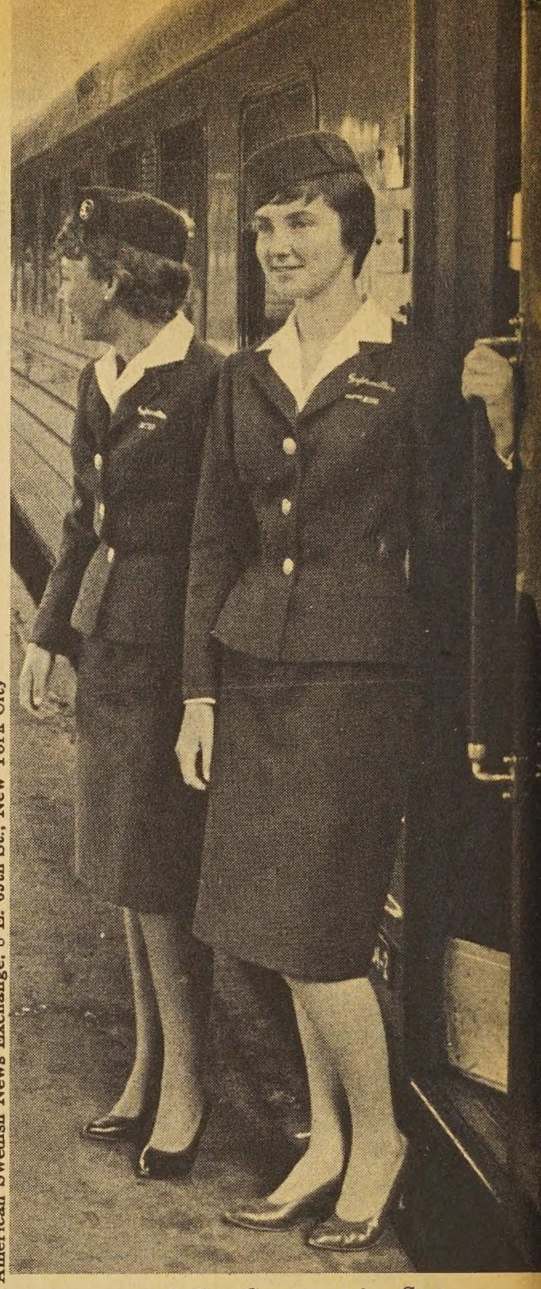
"Mr. Hodges said the Mechanical Department had nothing to do with it; he said that GM salesmen had gone to the Transportation Department with this ultimatum, 'If you don't buy our diesels we will divert all our freight to other means of transportation.'

"Today the FEC has 22 diesel units out of order. The road never had that many steam locomotives out of order at one time. On a recent trip over the Western of Alabama and the Chattahoochee Valley Railway the master mechanic told me that he thought the railroads would be better off in the long run if they had stuck to steam power. 'The FEC didn't want diesels in the first place,' he said."

Now listen to Herman Clodfelter, Jr. (age 17), Rte. 1, Salisbury, N.C.: "Your editorial was the poorest railroad article I have ever read. John W. Barriger, president of the Pittsburgh & Lake Erie, has stated that without diesels 'most railroad companies would have become so hopelessly bankrupt by the mid-1950's that the 1954 recession would have precipitated nationalization.'"

Says Albert J. Franck, 82-45 Grenfell St., Kew Gardend, N.Y.: "Freeman Hubbard's bleat about GM's having 'forced' the railroads to dieselize leaves me cold. Steam's passing has made me glad. I, too, like to ride trains but, unlike the steam nuts who follow trains in their jalopies, I am a cash customer. I like clean windows and the passing scene unobscurbed by low-lying puffs of steam and smoke."

"Your August issue is great," enthuses Harold K. Vollrath, 2524 Meriwether Rd., Shreveport, La., "especially the editorial about GM diesels. Peter Josserand's article, 'The Myth of Safety First,' interested me because I, too, am a train dispatcher (on the Louisiana & Arkansas Ry.) Like him, I took a rules exam from J. L. Otis of the T&NO. Tell Pete that our Kansas City Southern operates a rules car today and sees to it that each Operating Department man is re-examined on the rules every 18 months." ●



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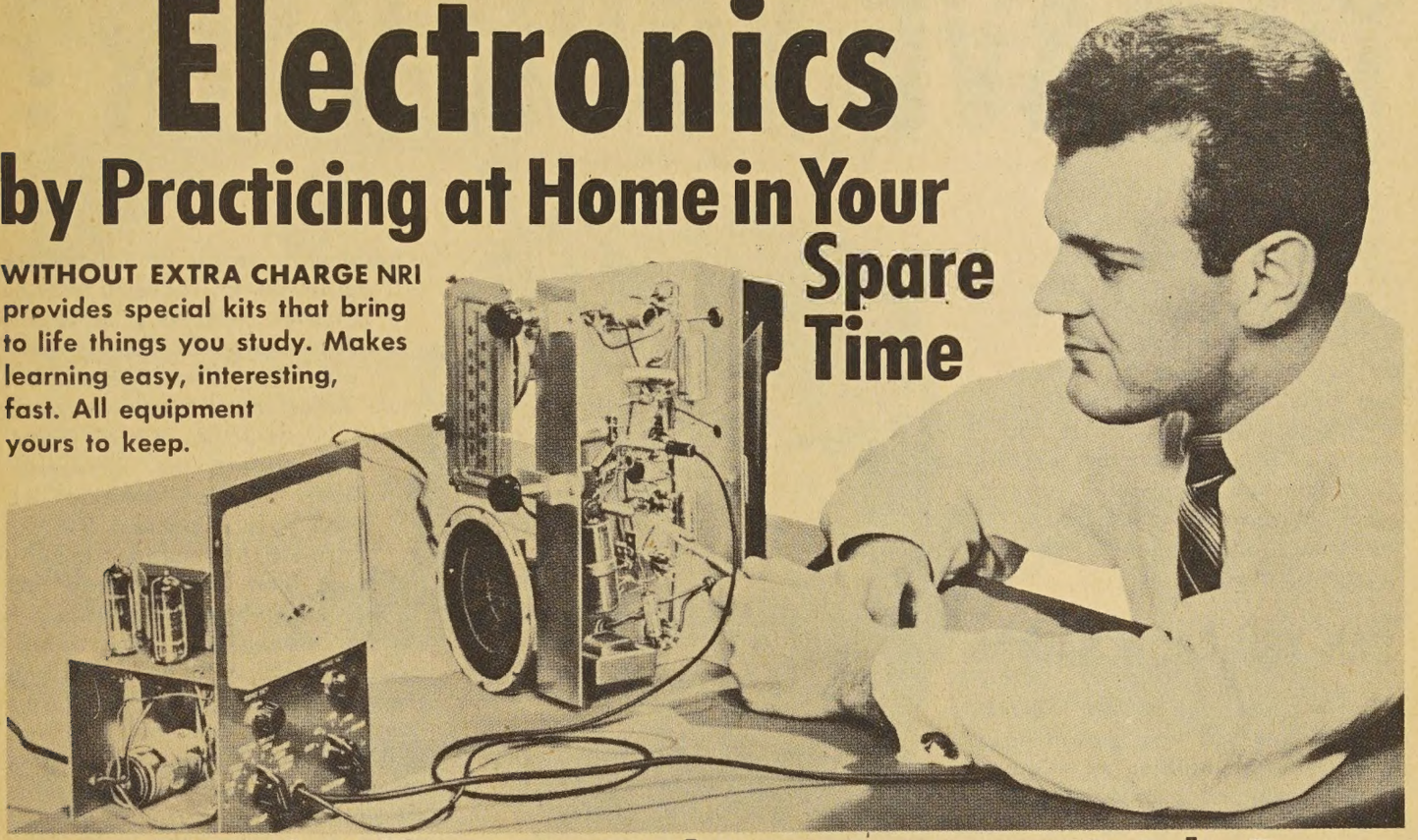

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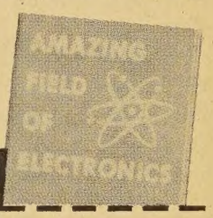

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HOW TO SAVE YOUR HAIR

But your hair loss may be caused by a common scalp disease called seborrhea. Read the rest of this statement carefully because if you have the symptoms of seborrhea the following information may add years to the life of your hair.

Itchy scalp, hair loss, dandruff, very dry or oily scalp, are the symptoms of this scalp disease. Not every case of seborrhea results in baldness, but doctors now know that men and women who have this scalp disease usually lose their hair.

Seborrhea is believed caused by three parasitic germ organisms (staphylococcus albus, pityrosporum ovale, microbacillus). These germs first infect the sebacious glands and later spread to the hair follicles. The hair follicles atrophy, no longer can produce new hairs. The result is "thinning" hair and baldness.

But, today seborrhea can be controlled — quickly and effectively — by treating your scalp with the amazing scalp medicine called Ward's Formula.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills these three parasitic germ organisms retarding normal growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back-Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look more attractive and alive. Your hair loss due to seborrhea must stop. If your hair loss is the predominant male pattern baldness type, which neither our product nor anything else will help, accept Double Your Money Back for your trouble. If your hair loss is due to seborrhea, you must be delighted with the results. You must be completely satisfied, or simply return the unused portion for your double refund. We take all the risk. So why delay? Delay may cost your hair.

H. H. Ward & Co., Inc. **©1961**
19 West 44 Street, New York 36, N. Y.

Doctors and hospitals can obtain professional samples of Ward's Formula on written request.

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19 West 44 Street, New York 36, N. Y.

Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name.....

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☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus postal charges.
☐ Send triple size for $5. You save $1

DOUBLE MONEY BACK GUARANTEE

Better buys from

SEAPORT

U.S. .30 M1 CARBINE

$79.87

w/scope $84.95

Just released! Semi-automatic U.S. Air Force Carbines. Very good cond. with new barrel and brand-new receivers. Only $79.87 Complete with scope mounted & boresighted only $84.95, ammo 5c per rd. Extra magazine $1.50.

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Holds 4 rifles only $2.95 (Reg. $6.95 value) with any purchase

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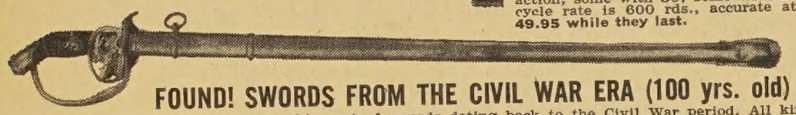
MACHINE GUN $49.95

Scoop of a lifetime! Ingram Model 6 sub machine guns are available in limited quantities. Known the world over for its reliability, fire power and simplified construction. Open bolt Model 6 features choice of either semi or full automatic fire, fixed wooden stock with pistol grip for vertical and horizontal stability and accuracy. Welded receiver of seamless steel tubing; magazine is very similar to Thompson & Beretta MP-38. Easy take down without tools, weighs 7¼ lbs, overall length 30". blow back action, some with 30, some with 15 rd. magazines, cycle rate is 600 rds., accurate at 100 yds. **Only 49.95 while they last.**



FOUND! SWORDS FROM THE CIVIL WAR ERA (100 yrs. old) $7.50

A collector's find. Just received new shipment of swords dating back to the Civil War period. All kinds, all shapes. First come, first served. Some with handguards — some without. Many with brass hilts, some with carved hilts, some with scabbards, some without. Great for equipping a drill company or for commemorating a bygone era. Only $7.50 ea. Pr. $13.95. 4 for $24.95.

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These wild-eyed critters were introduced to the Americas back in 1521 at Vera Cruz, Mexico. Horns are hand-polished to a smooth-as-silk surface. Leather centerpiece is genuine hand-tooled cowhide. Choice of dark or light brown leather.

Each set has its own individual markings yet appears approximately as set shown. Makes a wonderful conversation piece when placed above fireplace, mantel, over bar or in den.

*Note these EXTRA Long Horns are very rare, only a few available.

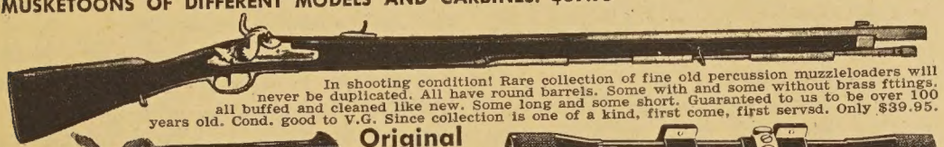
Special Offer

4½ Approx. $24.95

Supply Limited

5½' - 6½' **29.95** 6½' - 7½' **34.95**

COLLECTORS! ANCIENT PERCUSSION MUSKETS, CARBINES AND MUSKETOONS OF DIFFERENT MODELS AND CARBINES. $39.95



In shooting condition! Rare collection of fine old percussion muzzleloaders will never be duplicated. All have round barrels. Some with and some without brass fttings. all buffed and cleaned like new. Some long and some short. Guaranteed to us to be over 100 years old. Cond. good to V.G. Since collection is one of a kind, first come, first servsd. Only $39.95.

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Imported from Europe. It is an exact copy of famous Remington Derringer popular in the late 1800's. Valuable collectors' item. Fine "old world" gun craftsmanship has been employed to give you a superior handgun & still retain all the features of the original Derringer. Accurate. Shoots .22 short, long or long rifle. Checkered white grips. Only $16.95. Sparkling chrome-plated model only $19.95. Western hand tooled $450. .38 Special nickel Derringer $31.95.

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Rugged, durable, dependable . . . and performs perfectly on ANY rifle. Extends shooting time from dawn to dusk. Distortion-free, color corrected. Lens hardcoated to U.S. Army standards. Easy to adjust windage and elevation. Easy to install. Weighs less than 10 oz. mounted. Scope and FREE mts. avail. for all rifles, $9.95. 1.4X handgun scope $14.95.

(Specify rifle or handgun make in ordering.)

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Now in excellent "like new" condition only $29.95

Last known supply. Model 1917 Cal. .45 A.C.P. Blued finish; tight actions; 5½" barrel. Free Box .45 Ammo. Free holster w/Colt. Add'l. ammo — $1.50 for box of 24. Select models add $3. Colt .45 with handgun scope — 37.50. Holsters for S&W .45, $3.95.

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An outstanding bargain! 7.65mm Mauser Argentine Model 91 mfg. by Ludwig Loewe Mauserwerks prior to WWI under pre-war standards of fine gunsmithing. Unequalled to this day. Mauser action with single col., 5-shot mag. Straight bolt handle cocks on closing stroke. Wing safety — 29" bbl. Wt. 9¼ Cal. 7.65mm (cal. 30 Mauser). Beautifully blued with fine select quality light colored walnut stocks. (Note: Due to Argentine law, Argentine crest was removed prior to sale. Good to V.G. . . $19.95. Like New . . . $24.95. Sporterized model with 22" bbl. & turn down bolt (V.G.) . . . $27.95. With scope (2½, 4 or 6X) . . . $34.95

NEW MODEL .22 LONG ROSCO $12.95

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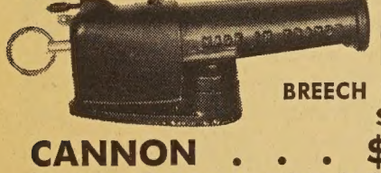

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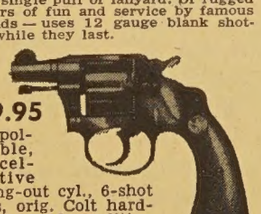
This replica of a bygone era captures the thrilling excitement of booming cannon of earlier wars with its tremendous loud report. Fires by single pull of lanyard. Of rugged construction, built for years of fun and service by famous European mfr. Breech loads — uses 12 gauge blank shotgun shells. Only $12.95 while they last.



.45 COLT DETECTIVE Revolver . . . $39.95

Choice: bright nickel or polished blue. Dependable, compact. Makes excellent target & protective sidearm. Specs: Swinging-out cyl., 6-shot 3½" barrel, fixed sights, orig. Colt hardwood grips, newly blued, good condition inside & out. Fires popular .45 ACP ammo. Only $39.95. Holster $3.95, .45 Colt ammo, box of 48 .....$3.40

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Imported direct by us from Italy's finest gun manufacturer. Brand new! Trim, compact weapon fires powerful and easily obtainable .25 Cal. American made ammo. Also avail. calibers. .22 long, blue . . . only $22.50. Original factory blue finish. 6-shot capacity makes excellent home protection weapon. Fixed sights. Weight approx. 13 oz. Only $19.95. Nickel finish $22.50. Holster $2.25. .25 cal. ammo box of 25 $1.85.

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STAR AUTO. $19.95

FIRES 38 & 9mm LUGER AMMO!

Fantastic buy from Spain. Official handgun of Franco's elite La Guardia Civil (national police). Has Spanish Crown Proof Marks. Extremely accurate; Features side safety, crisp trigger pull, big partridge sights half cocked notch on hammer. Orig. factory grips. Fast, easy takedown, 8 capacity magazine. Good condition! Wt. 38 oz. Comes in orig. new factory box with cleaning rod & extra clip. Reg. $75 value . . only $19.95. Box of 64 9mm Luger Ammo $3.84. Holster $3.95.

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With 4X scope and mount $37.95

Fresh from U.S. Govt. cases . . . virtually unfired. 30/06 cal. U.S. ARMY model 1917 Rifles. All milled parts. All N.R.A. VG OR BETTER. Only $29.95. Order gun and get a beautiful gun rack that holds 4 guns (regularly $6.95) for only $1.95 more. Sorry, only 1 gun rack per gun order. With 4X scope and mount $37.95

Ammo! Box 100.....$7.50, 20 soft pt.....$2.95

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Made in U.S. by Smith & Wessen, these fine 6-shot revolvers with swing out cylinder are terrific buys. Fine cond. inside & out. Fixed sights, with bright nickel or blue finish and sharp STAG grips. Fires pop. American made .38 special S&W ammo. Only $39.95. Holster only $3.95. .38 Special ammo box of 25 .....$1.85

Col. Colt's Frontier SIX SHOOTER $39.95

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Gentlemen: Please rush me the following:

Quantity	Product	Cost per Item	Total
_____	.22 Derringer	$16.95	
_____	Swords	7.50	
_____	Mexican Longhorns	24.95	
_____	Muzzleloaders	39.95	
_____	Machine Gun	49.94	
_____	Argentine Mauser	19.95	
_____	Scope (2½, 4 or 6X)	9.95	
_____	.45 Colt Rev. w/holster	29.95	
_____	.22 Long Rosco	12.95	
_____	M-1 Carbine	79.87	
_____	.38 Star Auto.	19.95	
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_____	.25 Ital. Auto.	19.95	
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FREE WATERPROOF WATCH with every order of 12 or more assorted items.

TOTAL PRICE.....

Enclosed ..... cash .....check or ..... M.O. (COD's require ⅓ deposit.) (Be sure to specify & give complete ordering info.) I understand all items are to be shipped F.O.B., L.A. express charges collect. Calif. res. add 4% state tax. *For fast service when ordering pistols, please sign statement: "I am not an alien, have never been convicted of a crime of violence, am not under indictment or a fugitive. I am 18 years or over."*

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(please sign)

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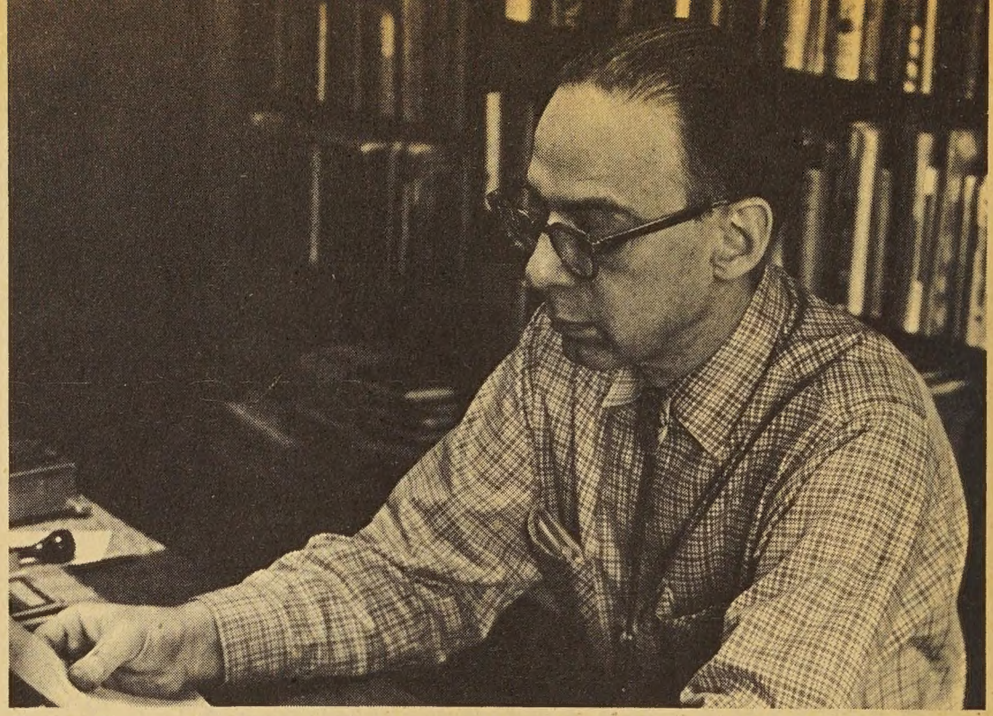
Interesting Railfans

No. 3

OWEN DAVIES



Railroadiana, you name it. Davies may have it or likely could get it for you.
Photograph by Bevan Davies

IF YOU ever wander through Chicago's north side, keep on strolling till you reach the ten-room brick house at 1214 North LaSalle Street which includes a quaint old bookshop. Inside, you'll find a rather tall, boyish-looking fellow of fifty-one with a shy smile, peering out of black-rimmed bi-focals. That is Owen Davies, one of America's two big dealers in railroadiana. (The other big dealer, Grahame Hardy, was written up in our April issue.)

Davies is an individualist. He is "slightly left of center" and seldom wears a necktie. He was born in Chicago on Christmas Eve, 1910, the son of a hard-drinking, itinerant carpenter. His father's idea of a good time was to ride a boat across the blue water of Lake Michigan to Benton Harbor, then take a trolley to the House of David colony and ride the little park train there. Returning home on the Pere Marquette Railway thrilled young Owen. Sitting by an open window, with fine cinder ash blowing in your face and smelling the acrid engine smoke, would have made a railfan out of almost any ten-year-old.

The lad quit school at 16 to help in his mother's gift shop and rental library. Several times a week he'd attend warehouse furniture auctions, buying bundles of books for a dollar or two a bundle, and would sell a few books at what he considered fabulous profits.

One hot summer day in 1918 a salesman offered him a "good going" bookshop for a thousand bucks. Owen was then almost 18. "It's the opportunity of a lifetime," he said, and persuaded his mother to surrender her life savings, $3,000, to set him up in business.

With teen-age brashness, he took over the bookshop in January, 1929. To his dismay he found that fine print in the sales contract called for a total payment of almost $2,000, and he lost another $600 on the purchase of a worthless library. Two hard blows!

During those Depression years of the 1930's he soaked up a lot of lore from *Railroad Magazine* and various books. He bought about 50 railroad timetables of the 1870's and '80's for $15 and spent a similar sum on 100 annual passes from Western roads. Sam Ball, who ran a bookshop on West Madison Street, invited him over to inspect a carton full of rare old Union Pacific pamphlets.

"They're all in the 1860's," said Ball, "before the road was completed. You can have the lot for $7.50."

While Davies was looking them over, deciding that their retail value was at least $1,000, a railfan named "Doc" Yungmeyer came into the store and bought some of them from right under his nose for $3. Davies acquired the rest for $4.50.

After that, our hero listed his timetables, passes, and UP pamphlets in an Americana catalog. Within 48 hours after it was in the mail he had telephone orders from four states and visits from local collectors.

On another occasion, he refused to pay more than $5 for a silver pass, with elaborate filigree work, that Otto Mears of the Rio Grande Southern had issued around 1890. The owner shook his head and went out. Two hours later, Davies mentioned the pass to "Mac" Poor, author of *History of the Denver, South Park & Pacific*. Mac hunted up the owner, bought it for $20. Less than 25 such passes are known to exist. If you are lucky enough to have one today, you could easily sell it for $200.

Some time afterward, Davies bought an Otto Mears pass over the Silverton from a Boston dealer for $100. It had been issued to Jay Gould in 1889. The following Tuesday, Lucius Beebe dropped into the bookstore to talk about his forthcoming *Mixed Train Daily* and bought it for $125.

"The big headache in selling rare books by mail," says Davies, "is to get six orders for a book with only one copy available. So I send five unlucky customers their money back. Usually I accompany a refund note with a quotation of some equally choice item not in my catalog. This often results in another sale and a pacified customer."

One day in 1931 he met a cute-looking Postal Telegraph operator named Dorothy Deweese at a public library, and he married her. Thus he moved into a railroad family, both of her parents being brass pounders on the Alton. At age 36 he bought his first model electric train, which he generously allowed his five-year-old twin sons to operate under close supervision.

In 1948, he sold out his entire stock of books—except those on transportation. Today he specializes in railroadiana but also sells books on ships, automobiles, and aviation.

Owen Davies has dark brown hair, slightly grey, combed straight back. He is well built, with an abdomen as flat as an Indian's. He sits and stands erect, is cheerful, and walks briskly. Last winter he had a mild heart attack, possibly caused by vitamin E deficiency.

"I've never been particularly health-conscious," he admits, "and wouldn't take vitamin or mineral supplements unless my doctor prescribed them." Even now, he doesn't go in for wheat germ or other protective nutrition that might help him to ward off another case of heart disease.

"I like all kinds of food," he states, "and sometimes visit famous restaurants but usually am content with simple things. My wife helps me to run the business. She knows as much about railroadiana as I do. If necessary, she could take over completely." ●

(No. 5 in this series will dissect Dave Morgan, the editor of *Trains* magazine.)

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You don't have to attend either of my 2 schools where I train men like you and turn them into KARATE experts. No, I can show you how to practice KARATE in the privacy of your own home with only a few minutes of practice a day. I have jam-packed all I know about KARATE into "SUPER KARATE"—profusely illustrated and clearly explained.

In this book I take you step by step through the fundamentals of KARATE so that you understand clearly and immediately how these amazing principles operate to make you master of ANYONE you may meet—no matter how big he is, or how much he weighs!

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The result of hundreds of years of development in Japan, KARATE is the Oriental system of self-defense in which you turn your hands, arms and legs into incredibly powerful weapons of *attack*. When you know how to use KARATE, you disarm and disable your opponent in SECONDS.

When you apply KARATE techniques, you can cut an aggressor down with a blow of the side of your hand. You can toss an attacker from the rear over your shoulder and slam him into the ground. (In fact, a recent photograph in Pageant Magazine shows a 115-lb. *girl* slamming her 240-lb. instructor into the practice mat!)

With KARATE you can disarm an opponent rushing you with his fists, a broken bottle, a revolver, or any kind of bludgeon. You can turn an aggressor's attack into your advantage with only your bare hands, your arms and your legs.

What *would* you do if you were insulted by a bully? . . . or if 3 or 4 hoodlums passed remarks about your girl? . . . or if you were suddenly mugged from behind? . . . or if someone came at you with a baseball bat? If you're like millions of other Americans, you'd be absolutely helpless—and you'd be ashamed, humiliated, robbed, beaten, kicked—and pitiful in the eyes of your girl or friends.

MASTER EVERY SITUATION!

With KARATE you can disarm and disable two, three and even four attackers. You can apply a simple pressure of your thumb and finger against any one of a dozen vital nerve centers of your opponent and watch his gun or knife fall from his limp hand while he himself sinks to the ground completely helpless and faint.

You can calmly watch a bully come at you with clenched fists—and see him sail over your head without having had any contact with him other than with the *sole of your shoe!* When you complete my instructions, you'll be ready for ANYONE—for ANY emergency—and you will feel supremely confident of being able to handle any situation perfectly.

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Costs ONLY 99¢

You owe it to your own peace of mind—to your loved ones—to be able to defend yourself in these days when attack may come at any time from hoodlums, criminals and "wise guys". So mail coupon below NOW for my complete Instruction on KARATE—for the amazingly low price of only 99c plus 26c for postage and handling. If you and your friends don't say KARATE has made a new man out of you, every cent will be refunded! PS: if you order now—I'll include without extra charge your personal Membership Card in the American Karate Federation.

LIFE Magazine says ". . . bare-fisted violence"

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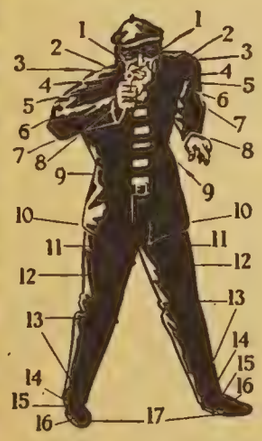

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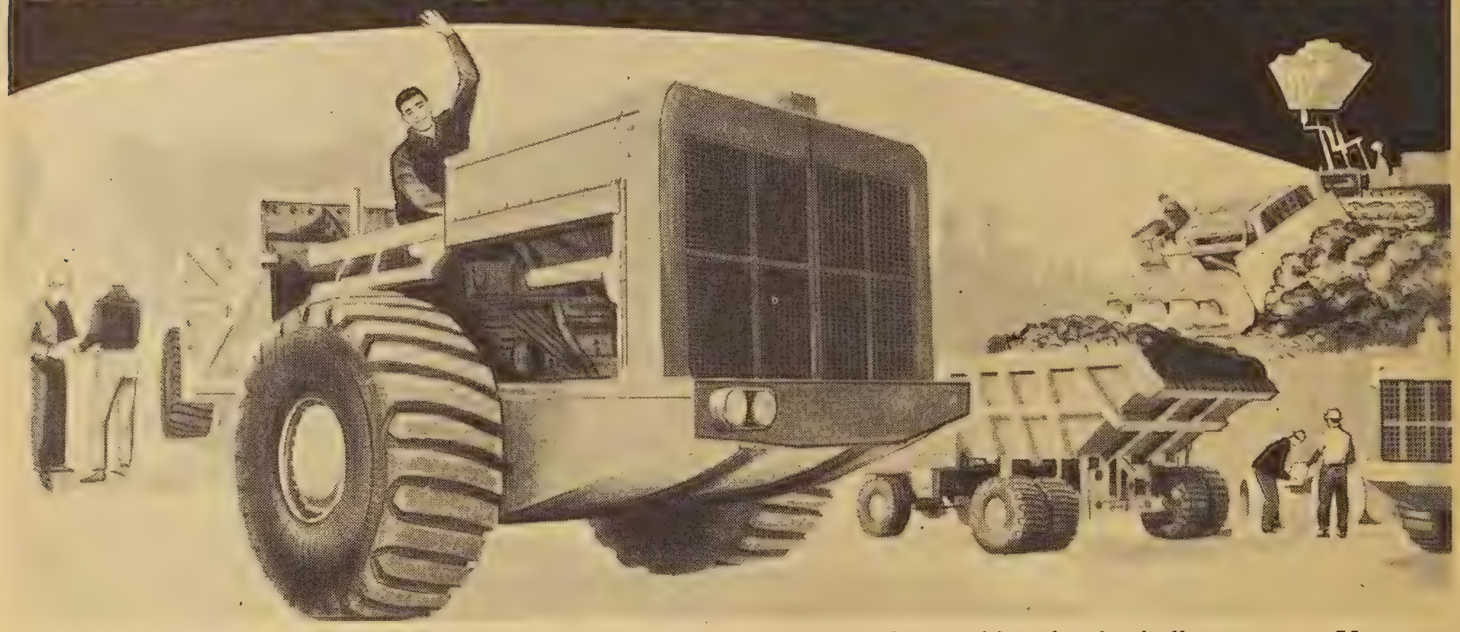

What you are looking at are the wonder tools of a new age, mechanical monsters that are changing the face of the world we live in. The BULL DOZER . . . the LOADER . . . the GRADER . . . the EARTH-MOVER —these have made possible today's complex civilization.

But as mighty as they are these giants are lifeless without the men to operate them. Only under the guidance of a man's hand can these machines throw bridges over wide rivers, create dams to turn wasteland into lush fields, ribbon the broad face of our country with super-highways. Only because there are men at the controls are schools, factories, office buildings, hospitals reaching toward the sky.

This is an industry which is spending billions of dollars —yet even as it builds it is unable to meet the demand. This is an industry which is charged with supplying facilities for the explosive increase in population—here and all over the world. This is an industry which uses TRAINED MEN! And these men must come from somewhere!

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Southern Pacific Moguls

by H. L. KELSO

Twenty years ago, on days when no locals ran, 2-6-0's stood idle in Southern Pacific yard at Taylor roundhouse, Los Angeles.
Gerald M. Best, 511 N. Sierra Drive, Beverly Hills, Calif.

SP Mogul 1637, with a new diamond stack, helped to celebrate the iron horse's 75th year at Tucson, Arizona, in 1954.

A page of 1700's. (Above) The 1795, with fantrip of California-Nevada Railroad Historical Society, stops at San Remo, Calif. (Right) 1771 is ready to wheel train of Imperial Valley lettuce.
Upper photo by Grahame Hardy, Box 622, Carson City, Nev.

Richard Steinheimer, 2365 Ardsheal, La Habra, Rte. 2, Calif.

As fleeting as shadows on the water was the future of No. 1764 in April, 1953, when Richard Steinheimer made this photograph.

(Below) Author's wife, Muriel, on pilot of 1756 in the Taylor roundhouse, L. A. (Right) SP 1767 at Mexicali, Mexico, on passenger run of Inter-California Railway.
Photograph by H. L. Kelso

Richard Steinheimer

Action shot of SP 1765 at L. A. in 1945.
Photograph by the author

Calexico, Calif.: 2-6-0, Mexican hostler.
Richard Steinheimer

Richard Steinheimer

SO POPULAR was the much-publicized Mogul (2-6-0) type of steam power that America alone built about eleven thousand of them during the 52-year expansive period that began in 1863. This number does not include those built since 1915 nor those turned out by foreign builders at any time. Of the eleven thousand, the Southern Pacific's breed rate special mention.

The SP, which began operating under the name Central Pacific, grew to its present size by taking over a flock of smaller roads, as did the other great rail systems, and nearly all of the lesser roads added Moguls to the SP's alltime roster. Although the Central Pacific had six 2-6-0's in service when it met the Union Pacific in a "wedding of the rails" at Promontory, Utah, it never cared much for that type. It soon rebuilt four to 4-4-0's and scrapped the others as 2-6-0's.

The SP was the greatest user of 2-6-0's in the Far West. From quaint New Orleans westward and northward to the big woods around Portland, Oregon, and from the southern border of this country deep into semi-tropical Mexico, it boasted a vast fleet of dividend-paying Moguls.

Let's go east of El Paso for a moment, to that important segment of the SP known as the Texas & New Orleans Railroad. The T&NO built the heaviest and most eye-filling Moguls ever to run on this planet. Those superb engines were turned out in 1928, '29 and '30 at the road's Houston shops. Each weighed around 215,000 pounds and had feedwater heaters and many modern appurtenances. After considerable service on the Texas lines, they were leased to the Sud Pacific de Mexico, but their huge weight wrecked the latter's light rails so that they had to be returned to the SP's Coast Lines. One oddity should be recorded here: when the ten engines arrived in California nine were renumbered into the 1800 Class. Why the 525 was not renumbered along with her sisters is explained as follows by Gerald M. Best:

"The last of the ten to come back to the United States was No. 525, which stayed in Mexico at the Empalme shops until late in 1942 because she needed heavy repairs. Then from Oct. '42 till March '43 she worked out of Sacramento. During that period, all the other Class M-21's went back to Texas. The 525 followed later. She would have been re-numbered 1846 but for the fact that it had already been decided to return those engines to the T&NO. The 525 was the first of her group to be scrapped (Dec. 23, 1949)."

One of the men who fired the 1800 Class is R. Hervey Angier, now a hogger, 143 Roselawn Pl., Los Angeles. He also fired 2-6-0's in the 1600 and 1700 classes plus T&NO 400's.

"I fired the 1678," he tells me, "in passenger service on train 101-102, the San Diego & Arizona Eastern connection from San Diego. This was a fast train and the 1678 could run like a scared deer.

"Years later, I had her on a cab hop from Colton to Fontana. After telling my fireman how good she used to be, I opened her up. We ran from Colton to Bloomington in nine minutes. There we had a red order board but could not slow her down. We sailed right past the station and had to go back to pick up orders. Yep, she was still fast!

"One SP Mogul had her steam-dome cover blown off by a stiff wind near Fontana. She limped into L.A. with just the bell rope holding the cover on her running board!"

Between 1908 and 1909, when *Railroad Magazine* was still an infant, the bespectacled E. H. Harriman bought thirty Moguls for use in the Southern Pacific of Mexico, which formed part of his vast railroad empire. At that time Harriman controlled not only the entire SP but also the Union Pacific, the Oregon Short Line, the Oregon Railroad & Navigation Company, and the Chicago & Alton. No other man has ever had so many miles of steel under his thumb.

The engines he bought were of high calibre. As recently as 1950, the SP's finest passenger trains in Mexico were pulled by Moguls of the Harriman vintage. The 2-6-0 is generally regarded as a hauler of light fast freight, but on several roads in the States and Mexico, it wheeled "the varnish" in style and dignity.

The Moguls were useful local engines. The Burlington preferred a two-wheel trailer under the cab, but their 2-6-2's performed the same kind of service. Other roads preferred either the 2-8-0 or 4-6-0 for local freight. The Harriman lines ordered a lot of 2-6-0's in 1900, 1901, and 1908, and none of the affiliated roads except the SP would have anything to do with them. Those affiliated roads went overboard on 2-8-0's the same way, and Harriman shunted 87 of the unwanted, over-ordered Consolidations on the Erie where they were numbered 1800-1886.

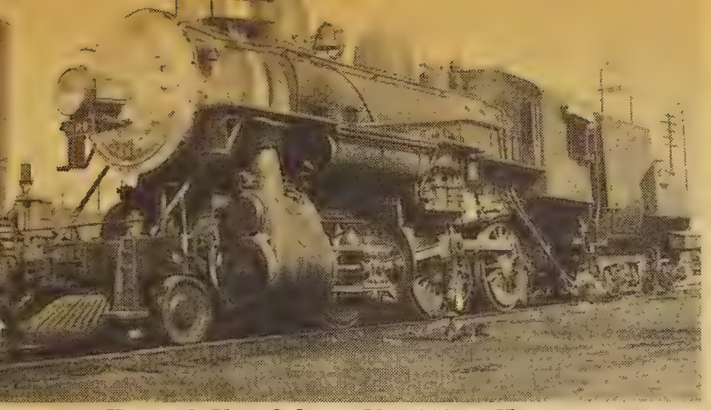
An alltime history of SP steam engines by "Jerry" Best and David L. Joslyn, with numerous photos, fills 169 pages of *Bulletin No. 94* of the Railway & Locomotive Historical Society.

An official roster of SP engines in service as of January 1, 1938, started a list of Moguls with No. 1617, built by Schenectady in 1899. Then followed others from Schenectady, some from Cooke, until December, 1901, when Alco-Brooks prevailed upon SP to become one of its best customers, and this situation lasted till the Steam Age ended. By 1908 the Southern Pacific had eighteen Alco-Brooks 2-6-0's while ten bore the familiar round builder's plate of Baldwin.

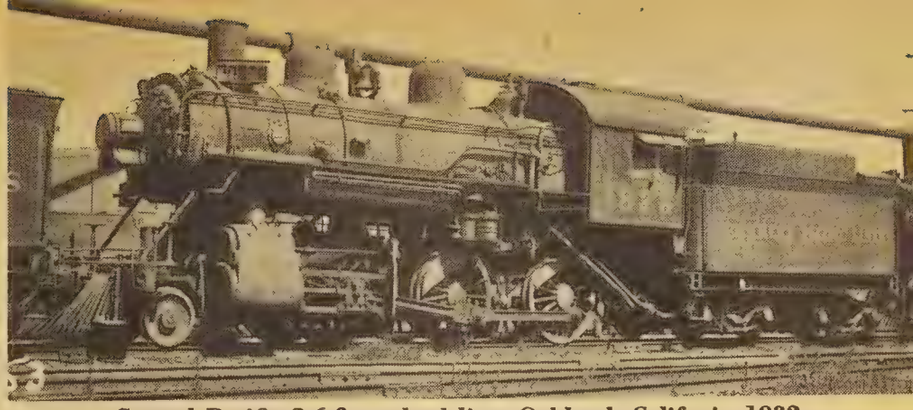
In 1902, one of the 2-6-0's, No. 1776, was escorted from Philadelphia to the SP engine terminal at Los Angeles by Edmund Pugh on his one and only trip as a locomotive messenger. Pugh was an office boy at the Baldwin plant. The engine was routed to the West Coast over the T&NO. July 4th found her down in New Orleans. In a patriotic gesture, Pugh painted a crack on her bell to recall the Liberty Bell and adorned her bell standard with the Stars and Stripes. He did that because the engine's number, 1776, was also the year the Declaration of Independence was signed, and New Orleans was duly impressed.

1938 Roster of Southern Pacific Moguls

Numbers	Class	Cyls..	Dri.	B.P.	T.F.	Wt.	Bldr., Date
1617, 1619, 1620, 1627, 1632, 1687, 1703	M-4	20x28	63	190	28,710	146,000	Cooke, 1899, 1900; Schen., 1899, 1900
1623, 1624, 1629, 1639, 1643-1645, 1654, 1658, 1660, 1673, 1674, 1677, 1678, 1685, 1701,	M-4b	20x28	63	190	28,710	157,900	Cooke, 1899, 1900; Schen., 1900
1702, 1707, 1713	M-4c	20x28	63	190	28,710	149,900	Cooke, 1901
1725, 1727-1731, 1733-1736, 1738, 1739, 1741-1744, 1746, 1748, 1751-1755, 1757, 1759-1769, 1780-1784, 1786-1789, 1791-1797, 1799, 1801-1803	M-6	21x28	63	200	33,320	174,000	Baldwin, 1901-'03, '07
1726, 1785, 1790, 1798	M-6a	21x28	63	200	33,320	184,700	Baldwin, 1901-'03
1747, 1800	M-6b	21x28	63	200	33,320	185,200	Baldwin, 1901-'03
1823-1825	M-6c	21x28	63	200	33,320	179,000	S. P., 1917, '18
1721-1724, 1770-1779	M-8	21x28	63	200	33,320	184,700	Baldwin, 1901, '02
1806, 1808-1817, 1828-1830	M-9	21x28	63	210	34,990	177,500	Brooks, 1908; S. P. Alco, 1918
1820, 1822	M-9a	21x28	63	210	34,990	189,000	Baldwin, 1909
1826, 1827	M-9b	21x28	63	210	34,990	182,900	S. P., 1918
1836	M-9c	21x28	63	210	34,990	179,000	Baldwin, 1918
1831	M-11	21x28	63	210	34,990	180,440	S. P., 1918
1832, 1833	M-11a	22x28	63	200	36,570	180,440	S. P., 1918
1834, 1835	M-11b	22x28	63	200	36,570	189,000	S. P., 1918



Texas & New Orleans No. 499 at Houston in 1952.
Bill Jernstrom, 822 Pelham Drive, Fort Wayne, Ind.



Central Pacific 2-6-0 on dead line, Oakland, Calif., in 1932.
R. Wilkins Demoro

The entire trip took 43 days. Pugh told how, in the Deep South, the tender of the new engine developed hotboxes and she had to be sidetracked so that he could repack the journals. For two days he waited there in a solitude enlivened only by occasional passing trains and weird night sounds.

Question: how would an office boy know how to pack a journal? Maybe because he worked at Baldwin's, which had plenty of industrial spur tracks. The 1776 went into SP service in July, 1902, along with the other Moguls numbered from 1770 to 1777—except the 1774, which was not put to work until August; we wonder why. Eventually, in 1954, the 1776 was sold for scrap, but the engines numbered just before her and just after, 1775 and 1777, remained in service four years longer.

Another Southern Pacific engineer who recalls firing SP Moguls is Dick Murdock, 346 Valley View Drive, Pleasant Hill, California. "In my memory," he says, "the 1769 copped honors. She had a square tender, was built as a coalburner but converted to oil. Her stamping ground during most of World War II was Port Costa, from which point switch engines helped freight trains up the long, steep approach to the bridge that spans the Carquinez Straits between Martinez and Army Point.

"No matter how the hogger favored this old gal, she just wouldn't steam on a shove. We firemen tried everything from clanking the chain damper open and closed to propping the firebox open for still more draft. We put tons of sand through her weak old flues, to no avail. Most of the shoves ended with little steam and water.

"The atomizer on an oilburner delivers in force a mixture of steam and oil in a combustible spray against the flash wall beneath the firebox door. The correct position of the atomizer valve was all-important to good firing. Usually a chalk mark or wrapping of wire indicated this position. But the 1769 completely ignored any position, from barely cracked to wide open.

"One day, while making a shove, in pure disgust I heaved the sand scoop out of the gangway and told the hogger: 'To hell with this bucket of bolts! *Nobody* can fire her.' I plopped down on the seatbox to think. This thought came to me, *how about shutting the atomizer valve clear off?*

"I did just that. The old 1769 responded, her steam-gage needle climbing. Hopefully I adjusted the fire, cleared the stack, and when we got away from that shove the 1769 was sizzling happy. I found that the atomizer valve leaked *just right!* Turned on in any position was too much. Well, after that I spread the good word, and the old Mogul never again gave us any trouble."

David L. Joslyn, who was SP photographer for many years, likes to talk about engines. Dave recalls a summer day in 1926 when he was returning home from Los Angeles and came upon a freight wreck.

"Cars were scattered all over the right-of-way and out into the fields," he says. "We were told to walk around the wreck and wait for the train bound for L.A., which would be along in a few minutes and go back to San Francisco with us. But when it showed up, there was no way for its engine to get out and couple into the other end of the train. Help came in the form of a Mogul, 1727, that was waiting on a nearby siding with a freight pointed toward L.A. Unable to turn, she hooked onto our train, which had 14 pullmans and chair cars, and ran backward at a good speed for about 40 miles. Then she was cut out and the passenger engine was turned and took over."

Was the Mogul a better engine, pound for pound, than the Ten-wheeler (4-6-0)? This is a controversial question. With certain qualifications, we say yes. Let's compare the tonnage ratings of the 4-6-0 and the 2-6-0 from Truckee, California, to Norden on the Mountain Division. The world's heaviest and mightiest Ten-wheeler was the Espee's No. 2371, whose tonnage rating over Donner Pass was but 575 (known in SP circles at 1150 M's), while the heavier Moguls on that same division rated 525 tons (1050 M's) over the big hill. Thus we find a difference of a mere 50,000 pounds, or about the weight of two empty boxcars. (We do not have the tonnage ratings of the giant Moguls built in Houston between 1928 and 1930.)

In early days, some of the SP Moguls gave no end of trouble to the roundhouse and backshops workers. The company hired a man named Henry Small from some Eastern road to become its general master mechanic of motive power. Mr. Small frowned upon home-made engines and, of all wheel arrangements, preferred Schenectady-built compounds. Among these were a number of Moguls. He was especially partial to Baldwin-built Vauclain compounds and in 1901-'03 he ordered some Moguls built with Vanderbilt fireboxes. These fireboxes, dubbed "wrinkle-bellies," were cylindrical, made of corrugated metal and regarded as non-collapsible under heavy stress.

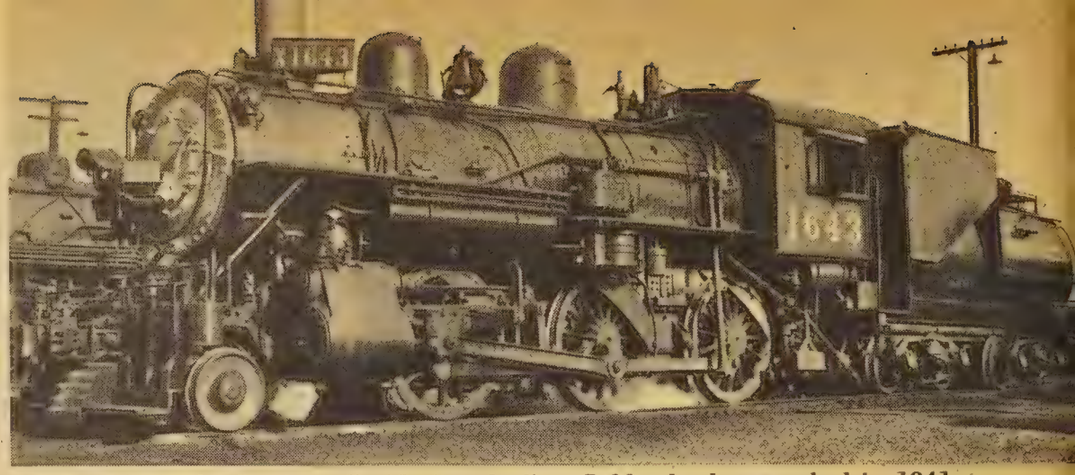
"But they did cave in," recalls Dave Joslyn, who was working in the shops then, "causing us a lot of trouble. We worked like the devil replacing those corrugated fireboxes with newer, heavier ones. Eventually the SP rebuilt those Moguls with conventional fireboxes."

For the record, high maintenance cost made compound engines of all types impractical and they were converted to simple machines. The word *simple* means that all of a locomotive's cylinders are supplied directly with steam from the boiler. *Compound* signifies that steam is applied first to a high-pressure cylinder and then channelled to a low-pressure cylinder before being exhausted from the stack. It

seems obvious that steam used twice would cut down on fuel costs.

"We had a lot of trouble with those compound Moguls," Dave tells me. "In drifting, the large low-pressure cylinder would act as a brake, and the engineers had to give the cylinders some live steam to overcome this. It seemed to me that about once a month, sometimes twice a month, a Vauclain compound Mogul would come in with a broken low-pressure cylinder. Mr. Heintzelman, who replaced Mr. Small as head of the Motive Power department, also liked those damned Vauclain compound cylinders but finally was overruled and the locomotives were rebuilt."

The farther west you went on the SP's Coast line—i.e., west of El Paso—the more Moguls you were likely to see, scads of them working at Los Angeles, in the Imperial Valley, and especially around Tracy, California. When the terrible earthquake hit San Francisco in 1906, the SP's Moguls played a role of mercy in bringing relief to the stricken inhabitants. The same could be said for the time when the Colorado River broke its banks in 1907 and threatened to inundate the entire Imperial Valley, with its thousands of square miles of rich Southern California farmland. Truly useful in time of need!



Mogul 1643 in the Southern Pacific "garden" at Oakland, photographed in 1941.
Collection of Allan Sherry, 5445 Netherland Ave., Riverdale, N.Y.

Until the diesel took over, the Mogul was the SP's prime mover in assembling long trains of fruit, lettuce, carrots, sugar beets, and other produce. In those days the Imperial Valley was often referred to as Mogul Heaven, while the 2-6-0 herself bore the nickname "Fresno Mallet" because she could pull as much tonnage in the valley as a true Mallet could on a hill division.

Many a time, in historical celebrations, the SP was called upon to depict its part in the settling and growth of a certain community, and a Mogul would be the star perfomer in the fete. She'd be painted gaily and sometimes outshopped to resemble the oldtime woodburners that ran through the town in its infancy, and many a feature movie was shot around one of them. More than a few 2-6-0's have been donated to towns for permanent display. A list of such engines on the SP and other roads will appear in a future issue of this magazine. ●

LOCOMOTIVES of the ERIE-LACKAWANNA

Roster compiled by Sy Reich

Railroad Class	E-L Rd. Nos.	Ex DL&W Rd. Nos.	Ex Erie Rd. Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
SA-3	—	—	19, 20	300	AGEIR	—	B-B	50,000	200,000	1928, '6	1
M-2	—	—	21-22	600	AGEIR	—	B-B	62,850	233,000	1927	2
M-3	—	—	25	800	GE	—	B-B	65,700	230,000	1931	3
SG-3	26	—	26	380	GE	44 ton	B-B	22,000	88,000	1946	
SG-3	51-53	51-53	—	380	GE	44 ton	B-B	26,400	89,000	1948	
SA-6a	302-305	—	300-305	660	Alco	HH 660	B-B	49,600	198,500	1939	4
SA-6	306-321	—	306-321	660	Alco-GE	S1	B-B	50,250	201,000	1956, '7, '50	5
SA-6a	322, 323	401-408	—	600	Alco	HH 600	B-B	60,900	203,000	1933-'4	6
SA-6a	324, 325	409-411	—	660	Alco	HH 660	B-B	49,500	197,500	1940	7
—	—	425, 426	—	600	GM-EMC	SC	B-B	50,000	200,000	1935	8
SE-6	349-359	427-437	—	600	GM-EMD	SW1	B-B	49,500	199,500	1940	
—	—	450-455	—	600	GEIR	—	B-B	50,000	204,000	1934	9
SE-6	360	—	360	600	GM-EMD	SW1	B-B	49,190	196,760	1948	
SE-8	361-371	501-511	—	800	GM-EMD	SW8	B-B	57,820	231,000	1951-'3	
SB-6	381-385	—	381-385	660	BW	DS 4-4-6	B-B	50,700	202,800	1947, '9	
SB-7	386-389	—	386-389	750	BW	DS 4-4-7.5	B-B	49,700	198,800	1949	
SE-10a	401-403	—	401-403	1000	GM-EMC	NW2	B-B	61,700	250,000	1939	
SE-10	404-427	—	404-427	1000	GM-EMD	NW2	B-B	61,800	247,350	1948-'9	10
SE-12	428-433	—	428-433	1200	GM-EMD	SW7	B-B	61,975	247,900	1950	
SE-12	434-440	—	434-440	1200	GM-EMD	SW9	B-B	61,875	247,500	1951-'2	
SE-10	441-445	461-465	—	1000	GM-EMD	NW2	B-B	62,500	247,000	1945	
SE-12	446-455	551-560	—	1200	GM-EMD	SW9	B-B	62,185	247,000	1951-'3	
SE-12	456-463	561-568	—	1200	GM-EMD	SW1200	B-B	61,185	247,000	1957	
SA-10	500-519	—	500-519	1000	Alco-GE	S2	B-B	57,500	230,000	1946-'8	
MSA-10	520-523	—	520-523	1000	Alco-GE	S2	B-B	58,125	232,500	1949	
SA-10	524-525	—	524-525	1000	Alco-GE	S2	B-B	57,500	230,000	1949	
MSA-10	526-527	—	526, 527	1000	Alco-GE	S4	B-B	58,125	232,500	1951-'2	
SA-10	528-529	—	528, 529	1000	Alco-GE	S4	B-B	57,500	230,000	1952	
SA-10	530-533	—	530-533	1000	Alco-GE	S2	B-B	57,500	230,000	1947-'8	11
SA-10	534-539	475-480	—	1000	Alco-GE	S2	B-B	57,750	231,000	1945,'8	
MSA-10	540-542	481-483	—	1000	Alco-GE	S2	B-B	57,750	231,000	1948-'9	
SA-10	543-550	484-491	—	1000	Alco-GE	S2	B-B	57,750	231,000	1949	
SB-10a	600-601	—	600, 601	1000	BW	DS 4-4-1000	B-B	61,425	245,700	1947	
SB-10	602-608	—	602-608	1000	BW	DS 4-4-1000	B-B	61,425	245,700	1948-'9	12
SB-10	609-616	—	609-616	1000	BW	DS 4-4-1000	B-B	58,110	232,450	1949	
SB-12	617-628	—	617-628	1200	BLHW	S-12	B-B	59,325	237,300	1951-'2	
MSL-10	650-659	—	650-659	1000	LH	Yd. Sw.	B-B	60,300	241,250	1949	
MSL-12	660-665	—	660-665	1200	LH	Yd. Sw.	B-B	62,350	249,400	1950	
PE-22	809-819	820, 810-819	—	2250	GM-EMD	E8A	A1A-A1A	55,200	530,500	1951	13
PE-22	820-833	—	820-833	2250	GM-EMD	E8A	A1A-A1A	55,380	332,270	1951	
PA-20	850-861	—	850-861	2000	Alco-GE	PA-2	A1A-A1A	51,550	309,300	1949	
PA-22	862-863	—	862, 863	2250	Alco-GE	PA-3	A1A-A1A	52,400	314,560	1951	

Railroad Class	E-L Rd. Nos.	Ex DL&W Rd. Nos.	Ex Erie Rd. Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
MPSA-15	900-913	——	900-913	1500	Alco-GE	RS-2	B-B	61,050	244,200	1949	
MPSA-16	914-933	——	914-933	1600	Alco-GE	RS-3	B-B	61,925	247,700	1950-'3	
MPSA-15	950-954	——	950-954	1500	Alco-GE	RS-2	B-B	61,025	244,100	1949	14
MFSA-16	1005, 1006	——	1005, 1006	1600	Alco-GE	RS-3	B-B	59,280	237,120	1950	
MFSA-16	1007-1018	——	1007-1018	1600	Alco-GE	RS-3	B-B	60,000	239,950	1950	
MFSA-16	1019-1026	——	1019-1026	1600	Alco-GE	RS-3	B-B	61,725	246,900	1951	
MFSA-16	1027, 1028	——	1027, 1028	1600	Alco-GE	RS-3	B-B	60,000	239,950	1951	
MFSA-16D	1029-1038	——	1029-1038	1600	Alco-GE	RS-3	B-B	61,775	247,100	1952	15
MFSA-16-4	1039-1042	901-904	——	1600	Alco-GE	RS-3	B-B	61,500	246,100	1950	
MFSA-16D-4	1043-1048	905-910	——	1600	Alco-GE	RS-3	B-B	62,060	248,240	1951	
MFSA-16D-4	1049-1056	911-918	——	1600	Alco-GE	RS-3	B-B	62,230	248,930	1952	
MFSB-15	1100-1105	——	1100-1105	1500	BW	DRS 4-4-1500	B-B	62,750	251,000	1949	
MFSB-16	1106-1112	——	1106-1112	1600	BLHW	AS-16	B-B	61,625	246,500	1951	
MFSB-16	1113-1120	——	1113-1120	1600	BLHW	AS-16	B-B	61,825	247,300	1952	
MPSB-16	1140	——	1140	1600	BLHW	AS-16	B-B	66,450	265,800	1951	
MFSB-15A	1150-1152	——	1150-1152	1500	BW	DRS 6-6-1500	C-C	82,925	331,700	1950	
MFSB-15AD	1153-1161	——	1153-1161	1500	BW	DRS 6-6-1500	C-C	81,975	327,900	1950	16
MFSE-15	1200, 1201	——	1200, 1201	1500	GM-EMD	GP7	B-B	61,700	246,800	1950	
MFSE-15D	1202-1223	——	1202-1223	1500	GM-EMD	GP7	B-B	60,250	241,000	1950	17
MFSE-15	1224-1233	——	1224-1233	1500	GM-EMD	GP7	B-B	61,125	244,500	1951-'2	
MFSE-15	1234-1246	——	1234-1246	1500	GM-EMD	GP7	B-B	61,700	246,800	1952	
MFSE-17D	1260-1265	——	1260-1265	1750	GM-EMD	GP9	B-B	61,800	247,200	1956	18
MFSE-15D-4	1270-1274	951-955	——	1500	GM-EMD	GP7	B-B	61,439	246,000	1951	
MFSE-15D-4	1275-1284	956-965	——	1500	GM-EMD	GP7	B-B	62,500	250,000	1951-2	
MPSE-15	1400-1404	——	1400-1404	1500	GM-EMD	GP7	B-B	61,925	247,700	1950, 2	
MPSE-15-4	1405-1409	966-970	——	1500	GM-EMD	GP7	B-B	63,750	255,000	1953	
MPFM-24D-4	1850-1861	850-861	——	2400	FM	H24-66	C-C	93,750	378,000	1953, 6	
MFFM-16-4	1930-1935	930-935	——	1600	FM	H16-44	B-B	61,500	244,400	1952	
FE-13DD	6011, 6012, 6014, 6021, 6022, 6024, 6031, 6032, 6034, 6041, 6042, 6044	601A, B, C-604A, B, C	——	4050	GM-EMD	FTA, FTB, FTA	(B-B) x(B-B) x(B-B)	173,000	692,200	1945	20
FE-15D	6054, 6061, 6064	605A, C-606A,C	——	1500	GM-EMD	F3A	B-B	57,800	231,200	1946	19
FE-15D	6052, 6062	605C, 606C	——	1500	GM-EMD	F3B	B-B	57,800	231,200	1946	
FE-15AD	6111, 6114	611A, C	——	1500	GM-EMD	F7A	B-B	57,800	231,200	1949	
FE-15AD	6112	611B	——	1500	GM-EMD	F7B	B-B	57,800	231,200	1949	
FE-15D	6211, 6214	621A, C	——	1500	GM-EMD	F3A	B-B	58,600	234,000	1948	
FE-15D	6212	621B	——	1500	GM-EMD	F3B	B-B	58,600	234,000	1948	
FE-15AD	6311, 6314, 6321, 6331, 6341, 6351, 6361	631A, C, 632A-636A	——	1500	GM-EMD	F7A	B-B	58,100	232,300	1949	
FE-15AD	6322, 6332, 6342, 6352, 6362	632B-636B	——	1500	GM-EMD	F7B	B-B	58,100	232,300	1949	
FE-13D	6511, 6512, 6521, 6522, 6531, 6532, 6541, 6542	651A, B-654A, B	——	2700	GM-EMD	FTA, FTB	(B-B)x(B-B)	118,100	472,400	1945	
FE-15D	6551, 6561, 6571, 6581, 6591, 6601, 6611, 6621	655A-662A	——	1500	GM-EMD	F3A	B-B	59,000	236,300	1946-'8	
FE-15D	6552, 6562, 6572, 6582, 6592, 6602, 6612, 6622,	655B-662B	——	1500	GM-EMD	F3B	B-B	59,000	236,300	1946-'8	
FE-13D	7001, 7002, 7004, 7003, 7011, 7012, 7014, 7013, 7021, 7022, 7024, 7023, 7031, 7032, 7034, 7033, 7041, 7042, 7044, 7043, 7051, 7052, 7054, 7053	——	700A, B, D, C-705A, B, D, C	2700	GM-EMD	FTA, FTB	(B-B) x(B-B)	115,800	462,600	1944	21
FE-15D	7061, 7064, 7071, 7074, 7081, 7084	——	706A, D-708A, D	1500	GM-EMD	F3A	B-B	58,800	234,765	1947	22
FE-15D	7062, 7063, 7072, 7073, 7082, 7083	——	706B, C-708B, C	1500	GM-EMD	F3B	B-B	56,900	226,925	1947	22
FE-15AD	7091, 7094, 7101, 7104 7111, 7114	——	709A, D-711A, D	1500	GM-EMD	F7A	B-B	57,800	232,950	1949	23
FE-15AD	7092, 7093, 7102, 7103, 7112, 7113	——	709B, C-711B, C	1500	GM-EMD	F7B	B-B	56,900	227,675	1949	23
FE-15AD	7121, 7124, 7131, 7134	——	712A, D-713A, D	1500	GM-EMD	F7A	B-B	57,750	232,000	1951	24
FE-15AD	7122, 7123, 7132, 7133	——	712B, C-713B, C	1500	GM-EMD	F7B	B-B	57,000	229,850	1951-'2	24
FE-15D	7141, 7144	——	714A, D	1500	GM-EMD	F3A	B-B	56,500	226,000	1948	25
FE-15D	7142, 7143	——	714B, C	1500	GM-EMD	F3B	B-B	55,000	220,000	1948	25
FA-15D	7251, 7254, 7261, 7264, 7271, 7274, 7281, 7284, 7291, 7294, 7301, 7304, 7311, 7314, 7321, 7324, 7331, 7334, 7341, 7344, 7351, 7534	——	725A, D-735A, D	1500	Alco-GE	FA-1	B-B	59,500	238,000	1947-'9	26
FA-15D	7252, 7253, 7262, 7263, 7272, 7273, 7282, 7283, 7292, 7293, 7302, 7303, 7312, 7313, 7322, 7323, 7332, 7333, 7342, 7343, 7352, 7354	——	725B, C-735B, C	1500	Alco-GE	FB-1	B-B	57,500	230,000	1947-'9	26
FA-16D	7361, 7364, 7371, 7374	——	736A, D, 737A, D	1600	Alco-GE	FA-2		60,800	242,950	1951	27
FA-16D	7362, 7363, 7372, 7373	——	736B, C, 737B, C	1600	Alco-GE	FB-2	B-B	60,400	241,400	1951	27
FA-16D	7381, 7384, 7391, 7394	——	738A, D-739A, D	1600	Alco-GE	FA-2	B-B	62,200	248,350	1951	27
FA-16D	7382, 7383, 7392, 7393	——	738B, C-739B, C	1600	Alco-GE	FB-2	B-B	62,000	247,650	1951	27
FE-15	8001, 8004, 8011, 8014, 8021, 8024, 8031, 8034, 8041, 8044, 8051, 8054, 8061, 8064	——	800A, D-806A, D	1500	GM-EMD	F3A	B-B	61,000	244,000	1947	28
FE-15	8002, 8012, 8022, 8032, 8042, 8052, 8062	——	800B-806B	1500	GM-EMD	F3B	B-B	62,000	248,000	1947	28
PE-15	8411, 8414, 8421, 8424, 8431, 8434, 8441, 8444, 8451, 8454	801A, C-805A, C	——	1500	GM-EMD	F3A	B-B	61,200	244,500	1946-'7	
PE-15	8412, 8422, 8432, 8442, 8452	801B-805B	——	1500	GM-EMD	F3B	B-B	61,200	244,500	1946-'7	

MISCELLANEOUS NOTES

Roster compiled from data supplied by the E-L's manager of press relations, accurate as of Feb. 3, 1961. Abbreviations used: E-L Rd. Nos.—present Erie-Lackawanna road numbers; Ex DL&W Rd. Nos. —former DL&W road numbers, whether renumbered or not; Ex Erie Rd. Nos.—former Erie road numbers, whether renumbered or not; AGEIR—Alco, General Electric, Ingersol Rand; GE-General Electric; Alco—American Locomotive Co.; GM-EMC – General Motors, Electro Motive Corp.; GM-EMD—General Motors, Electro Motive Division; GEIR—General Electric—Ingersol Rand; BW—Baldwin Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse; LH—Lima-Hamilton; FM—Fairbanks-Morse.

1—Ex Erie class M-1, scrapped.
2—Converted to boosters B21-B22.
3—Converted to booster B-25.
4—300, 301 scrapped before renumbering.
5—306-321 formerly Erie class SA-6b.
6—DL&W 401-404, 407, 408 scrapped before E-L numbers were assigned. 322, 323 ex DL&W 405, 406.
7—DL&W 411 scrapped before E-L numbers were assigned. E-L 324-325 ex DL&W 409, 410.
8—DL&W 425, 426 to Patapsco & Back Rivers, renumbered 108, 106 before E-L renumbering.
9—Scrapped.
10—EL 404-427 ex Erie class SE-10b.
11—Ex D&H 3012, 3014, 3016, 3017.
12—Ex Erie class SB-10b.
13—DL&W 810-811 ex GM-EMD demonstrators 810-811.
14—Ex Erie 1000-1004 class MFSA-15.
15—Ex Erie class MFSA-16a.
16—Ex Erie class MFSB-15b.
17—Ex Erie class MFSE-15a.
18—Ex Erie class MFSE-17a.
19—DL&W 605A scrapped before renumbering; 6054, 6061, 6064 ex DL&W 605C, 606A, C.
20—In May 1961, at least 6011, 6014, 6021, and 6024 were operating as (B-B)x(B-B). Therefore the makeup of these drawbar-coupled units is variable.
21—Ex Erie class FE-13.
22—Ex Erie class FE-15.
23—Ex Erie class FE-15a.
24—Ex Erie class FE-15b. Erie 713A, B, D ex Erie 807A, B, C ex Erie class PE-15.
25—Ex Erie class FE-15. Erie 714A, B, C, D ex NYO&W 821, 821B, 822B, 822.
26—Ex Erie class FA-15.
27—Ex Erie class FA-16.
28—Ex Erie class PE-15.

DL&W units never had railroad classes. Erie units were same class as E-L units except as noted. ●

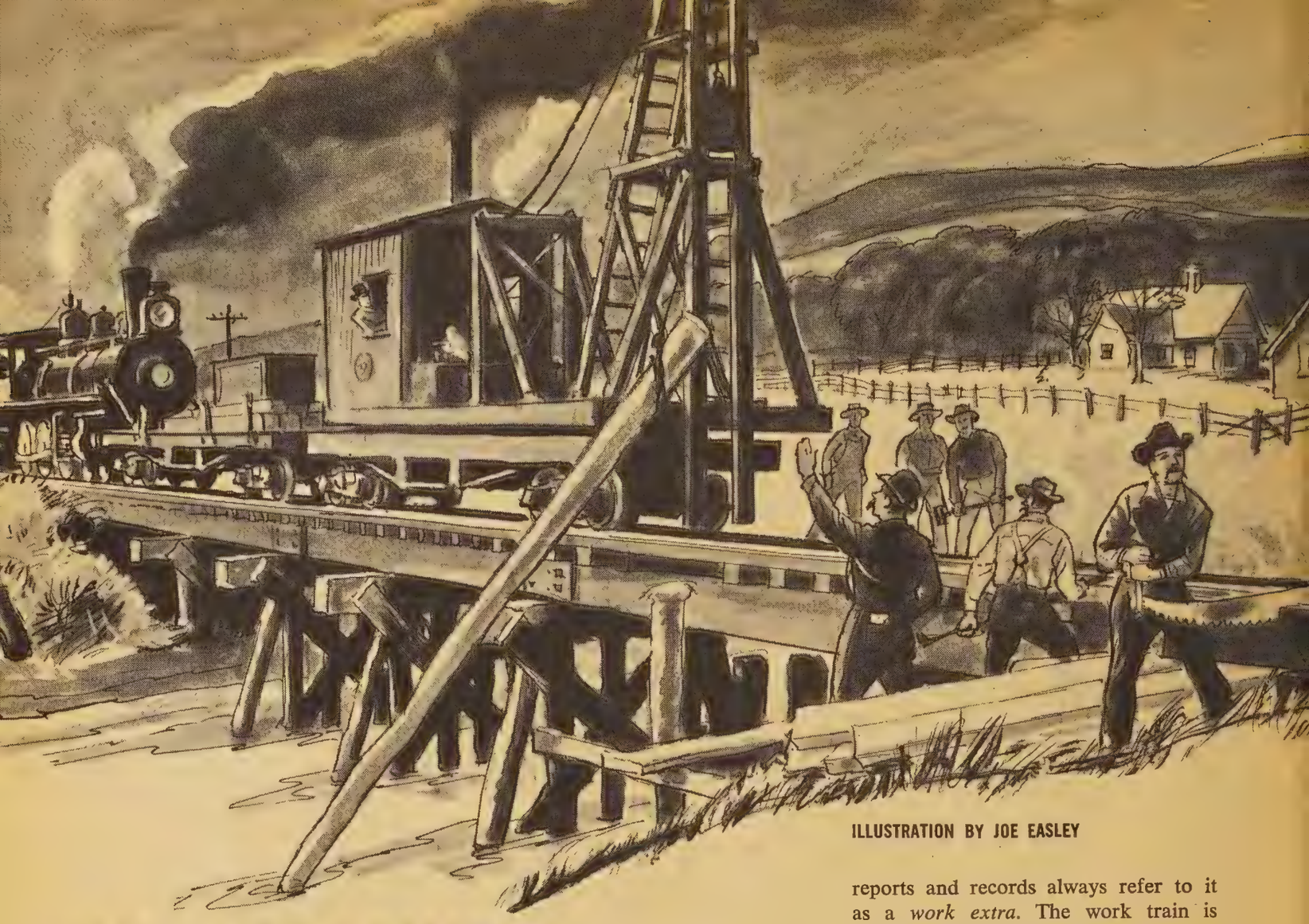


ILLUSTRATION BY JOE EASLEY

WORK TRAINS

by Bill Knapke

They're Rolling Through My Dreams With the Old Familiar Thud of Pile Drivers and Clank of Rails

MY THOUGHTS go back through the years. I can hear again the thud of pile-drivers, the clang of steel rails being unloaded, the banging of dipper doors, and the staccato exhausts of steam shovels as the operator deftly places his load. I hear the slithering hiss of thick white snow tossed aside by a wedge plow. I hear the scraping and grinding of ballast.

Ah, yes, it all comes back to me. So many, many experiences! For example, days of loading ties in the desert. It was fun to watch the Mexican laborers. All but two of the gang would stand back at a safe distance. Those two would approach the tie-pile warily, grab a tie, usually from about the third tier down, jerk it out, and run.

Why did they run? Because sometimes the dislodging of a tie would bring out a whole menagerie of wriggly reptiles and insects—sidewinders, scorpions, centipedes, and tarantulas or vingaroons. Those *hombres* knew that such visitors were poisonous and would act accordingly, while the rest of the gang whooped and yelled in glee.

Mucho trabajo, as our cousins south of the border say, means "much work." That's exactly what you found in days gone by when you caught a work train. Whether you ran a ditcher, a pile-driver, a steam shovel, or a snowplow, it was *mucho trabajo.*

The kind of train I refer to may be used on anything for which the Maintenance of Way Department needs heavy power and a labor gang. Seldom is it designated as a work train. Company reports and records always refer to it as a *work extra.* The work train is unlike other extras and other trains because it has the right, within defined limits, to move in either direction. Regular trains must proceed in only one direction.

A train handling the wrecker is not ordinarily classed as a work extra. As a rule, it runs to a certain spot, picks up the wreckage, and gets back to its terminal, its order reading somewhat as follows, "Engine 2599 run extra Indio to Yuma." A work extra might have this kind of order, "Engine 142 work 6 six am to 4 four pm between Indio and Mecca." Either order might be followed by specific instructions on what trains to protect against, etc.

The work-extra conductor has a wide jurisdiction. He is, in effect, the liaison between the Maintenance of Way and Transportation departments and, I should add, is beloved of neither. Clearing other trains promptly may leave a gang of men idle. That, of course, runs up the labor cost of a job, which in turn evokes no loud cheers from the foreman. If, on the contrary, the conductor works up to the last possible minute and delays through trains,

the disruption of schedules may sew up an entire division. It's a case of "Be damned if you do or damned if you don't."

Despite its drawbacks, the work extra has its pleasant side. I've tackled many kinds on many roads, from building new track to relaying old. Probably the worst headache is the pile-driver.

The pile-driving job is pretty much past history. Most railroad bridges today are built with concrete abutments and piers plus steel girders. Besides, such pile-drivers as are still in use are self-propelled and need no locomotive.

I'LL NEVER forget a certain pile-driving job I had on the old Blackwell, Enid & South-Western at the Canadian River's north fork. The river at that point is wide, muddy, and shallow, and the rails stood but a few feet above it. I was surprised to see them swing a fifty-foot pile in the driver leads and lower its sharpened end into the water. *What's the idea of a long pile in this low bridge?* I thought. The pile's upper end, when placed, was just about two feet below the hammer. Boomer-like, I asked no questions out loud, merely waited to see what was next.

When the giant hammer dropped that couple of feet, its fairly light wallop drove the pile 15 or 18 feet. Another blow sent it down another eight feet, the third drop reached about half of that, and then—no further progress. The hammer just danced a merry jog on top of the pile. You might have thought it was setting on a rubber pad which bounced it up and down.

"What goes on?" I asked. "I never before saw a pile act like that."

The brains answered, "Quicksand."

Since then, I've been told that railroaders no longer drive piles in quicksand. Instead, they fasten a small pipe on one side with its nozzle at the base of the pile. With the hammer's weight resting on the pile, a jet of water under pressure cuts the quicksand and lets the pile descend to the desired depth.

Handling a pile-driver was exasperating because of the uncertainty of time. Other jobs can be gaged quite closely for time, but driving piles is partly guesswork. You might drive several piles in thirty or forty minutes each but the next one may take as long as two hours. Striking a rock or other obstruction could wreck your time schedule.

Here's where trouble comes in: You have driven the contrary pile a few feet, sending it down at the rate of a half-inch per stroke. Then a through freight train reaches the siding where your flagman is stationed and where trains will clear. It whistles to announce its arrival. That is a moment for quick decision. Will you tell the foreman to saw off the pile, which is not yet driven far enough to be safe, or hold the train? *That*, brother, is where you scratch your head.

Usually, in picking up old rails that have been replaced by heavier steel, an air hoist will lift them onto the flatcar with air furnished by the locomotive's air pump. Each time a rail is hoisted it sets the brakes on the engine and cars, which naturally slows the job.

I remember a time when thirty energetic Indians, working fast, loaded four and one-half miles of rails without once stopping the train. Fifteen men toiled on each side of the cars. The train rolled along at a steady gait of three miles per hour. The laborers would trot a bit faster than train speed. Now and then, as a unit, they would pause and turn. At a grunt from their leader they'd stoop and grab a rail. Another grunt and they lifted it above their heads. A third grunt, as the car came opposite, and they tossed the rail onto the car, and then turn, with perfect timing, trot ahead to the next rail.

THAT was a scene to watch. It happened on the Inter-California road in Mexico. And speaking of Mexico, the old Monterey & Mexican Gulf had a ramshackle extra known as the bridge train, which it kept on the road constantly for repair work and occasionally for wrecking service. Besides the engine and caboose, the train had a pile-driver and five remodeled wooden boxcars.

Those boxcars carried, boarded, and fed the workmen. They included a combined kitchen and stock car, a diner, two cars fitted with upper and lower berths for the laborers, and a car divided into three compartments: one for the foreman, Sam Eighmie; one for the kitchen help, and the third for Conductor L. W. Legerts and his wife, Ida.

"Ida was part of the crew," her husband recalls proudly. "She not only ran the boarding-car but also, for several months, was actually on the payroll as a brakeman!"

Does anyone know of another railroad which had a female brakeman? I don't. Sure, the Pennsy employed women as ticket collectors on trains during

World War II. Getting back to my friend Legerts, he tells about the time his work train nearly rammed a local on a downgrade.

"I arranged with the superintendent of buildings and bridges," he says, "to fit up the compartment with more bunks to accommodate an increase in the gang. But one night, before the foreman got around to building a ladder on each end of the caboose, we ran into danger. A flatcar carrying double tiers of caps 12 by 12 inches and a center tier of bridge stringers about five feet high was coupled onto our train at the last moment. A Monterey switchman saved a switch by bringing it up with the caboose. This came very near being a disastrous saving.

"I was asleep in the caboose as the hogger, Mickey Dailey, rolled through Cadereyta. If he whistled for the depot, I didn't hear him. If he looked back for a signal, he got none, for the agent had gone to supper—and we were on the six miles of nearly one and one-half percent grade leading to San Juan. The feeling that something was wrong awoke me with a jolt.

"My heart sank into my shoes. We were rushing down grade in the teeth of a local train which Mickey apparently did not know about. That train, reported on time, should be leaving San Juan in a few minutes and coming uphill with every pound of steam available. The hill was as crooked as a ram's horn, with hardly a spot where trains could see each other a quarter-mile apart.

"In that terrible moment, if I had owned a thousand dollars I would have given it all gladly for a ladder. For an instant I dallied with the thought of cutting my caboose off and stopping her right there. Then I remembered that Ida was in our bunk-car, presumably asleep with confidence in my ability to look out for her. No, I daren't cut off the crummy. Mickey might not look around at all. There was no lamp in sight on top, and my two brakes were only steadying the train.

"A desperate hundred-to-one shot flashed into my mind. If only the grace of God would delay that local a few minutes in San Juan, we might drop down far enough for Mickey's whistle to warn them. Taking that chance, I jumped back and kicked off both brakes —and, boy, did we roll! We must have made a mile a minute.

"I steadied my nerves and climbed up over the stringers on the car in front. Then I stood bracing my back against them and watching ahead. I knew that if we hit, every stringer would go clean through our light bunk-car, taking me with them. *We'll make it or we won't,* I thought, *but, sweetheart, if we don't we'll go out together."*

Many work extras and wrecking trains of long ago had cars such as this one.

My friend says that when he saw the lamps bobbing up on the bunk-cars as the engineer squawked for brakes, he began giving highballs frantically from the ground up.

"Mickey opened his whistle for all it was worth," he recalls. "How that 56-pound rail stood up under the swing of our heavy pile-driver on those curves, Heaven only knows, but it did. The crew on the local heard our warning blast, stopped in time, and we were saved."

TODAY, I believe, all the railroad ties used in America are sawed and treated, but when I was a young fellow every one was hewn. A tree was felled, chopped to proper length, and adzed on both sides. After the bark had been removed, the tie was ready. Crooked ties loaded on flatcars were inclined to shift.

One job I had was braking on a tie-loading work extra of the old Nashville, Chattanooga & St. Louis. We picked up several carloads from points where they had been assembled. This will make present-day officials drool: first-class white-oak ties, laid down at trackside, cost the railroad only 35 cents each! Second-class ties, 25 cents. A first-class tie measured eight inches or more on its adzed face; a second-class tie, from six to eight inches. Well, with the ties loaded, we started back to the terminal but had gone only a short distance when I noticed that two carloads were shifting. I told the conductor about it.

"Okay, Bill," he said. "We'll stop at the water tank at Graham and flood 'em."

We did so. It didn't make sense to me, but for the rest of our trip those ties stuck together like glue. On another occasion, while working with a steam shovel on the Cotton Belt, I narrowly escaped a serious accident. Two crews handled the job, one loading the cars and the other plowing them off. Both crews tied up nights at McNeil, Arkansas, a village about seven miles from the shovel.

On this particular day, when we left the shovel, the other work extra led the procession back to the place where we'd spend the night, followed by second 18, a through freight; and then my crew, while an extra freight was rolling behind us. Going into McNeil, the track was down grade. The first work extra, in charge of Conductor Trott, arrived and took siding. Second 18 continued on down the main line but stopped at the telegraph office for orders. Our train, with Conductor Baker, stopped at the switch with the caboose in advance as we were backing.

I ambled up to the switch, swung a back-up sign, and glanced around. Almost on top of us, coming like a bat outta Hell, was this extra!

My partner, Van, had climbed on top of the crummy. For some reason he had taken the red lantern with him. When I saw that extra tearing down on us, I gave the hogger a frantic back-up signal. As we two brakemen were young

TRAIN ORDER No. 421 MAY 15 61 196

To C & E

ENGINE 1046

EXTRA 5212 EAST

At MESA STATION | X Opr. M.

ENGINE 1046 RUN EXTRA MESA TO GILBERT
THEN WORKS EXTRA 701 AM UNTIL 501 PM
BETWEEN GILBERT AND MP 944 CHRISTMAS BRANCH
NOT PROTECTING AGAINST EXTRA TRAINS
EXCEPT PROTECTS AGAINST EXTRA 5212 EAST
AFTER 1101 AM

EXTRA 5212 EAST WAIT AT
GILBERT UNTIL 1101 AM
HIGLEY 1110 AM
GERMANN 1117 AM
RITTENHOUSE 1122 AM
QUEEN CREEK 1130 AM

A R H

Repeated and Complete Time 619 A M KNOLL Opr.

Train order for a Southern Pacific work extra in an Arizona mining area.
From J. R. Knoll, 508 West Parkway Blvd., Tempe, Arizona

then and often indulged in horseplay, the engineer did not take me seriously. He merely grinned and started backing slowly.

He was too far away to see my expression. But Van saw it and gave a hard back-up sign. As the hogger kept grinning, Van picked up the red light and swing a vicious go-to-hell signal, while I pointed at the extra. Thereupon the hogger yanked his throttle open so far that the engine lost traction and spun her drivers.

When she caught her feet, the extra was only a few yards from our pilot, and then she shot into the siding like a flash. As soon as our pony trucks cleared, I slammed the switch over and made a drop of the extra down the main line.

The ends of the pilot beams had little more than six inches clearance when the extra's engine passed ours. I couldn't understand why that brainless buzzard, the extra's throttle-jerker, hadn't given us a blast of his whistle. Later, we learned that the extra's air pump had gone dead and he lost his air.

ON THAT same job I gained a reputation for knowledge of the Book of Rules, and this is how it happened: My partner and I took turns flagging. We spotted our crummy on an unused spur and, during the days I flagged, I had nothing to read except the Standard Book of Rules, known as the company bible. To while away the time I studied that book and, having a pretty fair memory, became thoroughly familiar with it. I could tell you the number of any rule and even the page number.

After I'd been with the Cotton Belt for about three months I was called to Pine Bluff, along with seventeen other brakemen, to take an exam for promotion to conductor. The road had just adopted its new Book of Rules, which our trainmaster, Mr. Stimson, had helped to compile, and for that reason was a strict examiner.

Most of the other seventeen men in the class were probably better railroaders than I was, but the rules were so new and unfamiliar to them that some became tongue-tied when Mr. Stimson asked questions. When it came my turn, I'd answer: "Rule so and so," mentioning the page and quoting it verbatim. You should have seen their eyes bug out while I was talking.

The T.M. passed only two men, including me. In those days the Cotton Belt was pretty much of a boomer pike, with a rapid turnover of crew men.

One of the most interesting work-extra jobs I ever had was building the Holton Interurban Railroad in California from Cabarker Junction (now El Centro) to Holtville. Our engine shoved a "pioneer" car, which was a novelty to me, several cars of ties, and a car of rails.

Rollers were hung from stake pockets of all flats and the pioneer car. We pried the rails onto those rollers and slid them to the forward end. There a hoist grabbed them, swung them ahead, and lowered 'em to the ties.

The pioneer car had a pair of overhead chains, much like a traveling belt, on which the ties were placed at the rear and conveyed to the front. Two men took off each tie and lowered it to the graded right-of-way. A rail swung and placed, bolted, gaged, and spiked every fourth tie, after which the cars moved ahead another half rail-length, the rail-joints on one side being located opposite the middle of rail on the other side.

The brakeman's post of observation was a sort of flying bridge that from the car's side, which enabled him to give clear unobstructed signals to his engineer. He could see the leading wheels of the pioneer car and "spot" it within inches of the rail end without interfering with the workmen.

While on that job I was in the queerest wreck I have ever seen. After laying all the available rails, we learned that there were two more carloads of them at Niland, on the Imperial branch. The local could not bring them to us until late the following day, so, in order to save time, my crew went to Niland to pick them up.

Our train had a water-car, a car partly loaded with coal, and the caboose. Just before we left, we got word that a cloudburst had washed out part of the main line but the Imperial branch was not affected. Having been on duty fourteen hours, with ten or twelve more in prospect, we took it easy in the crummy as we jogged over the line.

My partner was Tom Clark. We curled up on the lazy boards on either side of the cupola while Conductor Gowanlock sprawled out on a locker behind the coal-stove. I judge that we

were making 18 or 20 miles per hour over a twelve-foot hill when, as we learned afterward, Engineer Sol Woods suddenly felt the engine drop and he jerked the throttle wide open.

The old girl made it all right, but the rear tender wheels caught against snapped-off rails, tearing them through the journal box. That halted us right away. The wheels still rested on the rails, supporting the tender's rear, but the boxes sank down to the ties. At the same time, the water-car hit a solid bank of earth, whereupon the coal-car climbed on top of it and the crummy landed on top of them both.

Tom, who weighed about 210 pounds, was hurled off his lazy board. He turned a somersault and landed flat on his back on the floor with nothing worse than a shaking up. Conductor Gowanlock shot the full length of the locker and helped to tear down the bunks on that side. As for me, with my usual "pocket full o' horseshoes," I was merely shoved against the front of the cupola.

Inside that caboose was the damnedest mess I ever saw. The desk had been ripped from the wall. The stove had been wrenched loose from the four bolts anchoring it to the floor and was now at the front end in a mixture of water barrels, cabinets, torn-down bunks, stationery, oil cans, and other debris. Despite the violent jolt, our caboose markers continued to burn brightly.

WHICH reminds me of a mishap that occurred on the old Choctaw, Enid & Gulf. The road had just been built but not yet ballasted. Huge cast-iron culvert pipes for drainage had been piled at various places. Trestles were to be built at those spots, the pipes being a stop-gap. Well, a terrific rainstorm cut through the embankment and rolled the heavy pipes out from under the rails. A work extra was sent out to retrieve the pipes and load them on flatcars.

To hoist them onto the cars we used an oldtime wrecker. Have you ever seen one? They looked like a very short flatcar with a cast-iron turret near one end, from which a boom projected. Six husky men turning a crank supplied the power. As the gear ratio between the cog and the crank and the cog on the drum was about 50 to one, a considerable weight could be hoisted. The wrecker was secured to the rails by clamps and turnbuckles at each corner, to keep it upright while lifting loads.

All went well until we came to a pipe that had rolled about 150 feet from the track. Instead of passing a rope over and under so that it could be rolled back close to the rails, the foreman elected to pass the rope through the pipe and drag it. At that distance, the pull was almost sidewise. The six men began to wind, with the pipe piling up dirt and mud before it. The harder those fellows strained, the more the rope stretched. One final heave broke the turret from its base and shot it overboard! That seemed very funny after it was all over, especially since nobody got hurt.

Work extras usually operate alone but occasionally in pairs. I remember seeing a bunch of 'em congregated at Salton, California, during the inflow of water that formed the Salton Sea. Fourteen crews worked in and around that point, building and tearing up shoo-flys (temporary detour tracks), constructing bridges, moving depots, hauling, dumping, and spreading ballast.

As the water advanced, constantly changing the shore line, a shoo-fly would be laid around the furthest advancement. Sometimes one shoo-fly was built to connect with two others. It was a seemingly endless struggle to keep the rails ahead of the relentless sea.

Abandoned shoo-flys were torn up by an odd method. First the inside spikes were pulled up for twenty rail-lengths. Then the men used a chain to attach the end of that string of rails to the rear of a flatcar and drag the rails back several hundred feet. When the engine returned for another quota of twenty rails, laborers knocked off the angle-bar bolts with spike mauls, whereupon the rails tumbled outside the track. After several strings had been pulled, an air hoist piled them onto cars and they were taken further down the line to build new shoo-flys.

The ties remained where they had been left until the rising water floated them ashore. Then they were stacked in wagons and hauled to new locations.

Sometimes while my crew was building new track I would be spotting cars until the sun's glare on white sand nearly blinded me. It must have been similar to "snow blindness." When that happened, I would go to the far end of the car for relief, bowing my head on my arm and gazing at the shadow.

MAYBE you are one of the thousands of people who have viewed and admired the little old steam locomotive *Collis P. Huntington* that stands in a park before the Southern Pacific passenger station at Sacramento. It is not easy to visualize that relic as a common workhorse of the rail. Yet, according to a note from Laurence Graves of Suisin, Calif., his father saw the now-famous *Huntington* in the 1880's ignominously hauling a flatcar loaded with barrels of lime for gandy dancers whitewashing the right-of-way fences near Vallejo.

I recall the time when an unusual work-extra job handled the bascule drawbridge at San Pedro harbor in California, near the home of my late friend "Haywire Mac" (Harry K. McClintock). This bridge was a single-lift affair, counterbalanced by a concrete weight set in a steel frame. It was poised so evenly that a 20-hp. electric motor raised and lowered the bridge. Because of a defect in the steel frame, it gave way and dumped part of the concrete weight into the bluish-green water below.

As a result, the motor could no longer operate the draw. A locomotive performed that job until repairs could be made. A steel cable attached to the furthest overhead girder led back over the truss to the span's hinged end. In order to open the draw and let a boat through, that cable was hooked onto another cable, which in turn was attached to the locomotive.

By moving backward, the engine rolled the bridge to open position. Reversing the operation closed the bridge for the benefit of vehicular traffic. When not in use, the engine was kept on a siding. My friend Haywire Mac, who was a retired old boomer, found the system intriguing.

I often think of Mac, and Harry Bedwell, and a long list of other rail-faring men who crossed my path and wandered off into eternity. As they say, "Time's horses gallop down the lessening hill." When you get to be ninety-one years old, as I am, you have a lot to remember. Among other things, I can see and hear the work extras of many years ago.

The oldtime work trains are rolling through my dreams with the thud of pile-drivers and the clank of steel rails. I remember nights when our train tied up on a lonely siding where Spanish moss hung heavy from live oaks, where the bright stars came down close and the moon shone gloriously. These are mental pictures of things I once knew but will never know again.

The Great Days of Steam on the DM&IR

Mixed train on the Duluth & Iron Range, Eastern Mesaba branch, in 1913. Baldwin built 2-8-0 type No. 49 in 1888.
Collection of Franklin A. King, industrial engineer, DM&IR Railway, Duluth, Minn.

THE UNFORGETABLE STORY of steam power on the Duluth, Missabe & Iron Range Railway and its two predecessor roads, the Duluth & Iron Range and the Duluth, Missabe & Northern, plus alltime steam rosters of all three, appeared originally in the April '61 souvenir issue of *Missabe Iron Ranger* under the title, "Our Story of Steam."

For more than 75 years a total of 352 steam locomotives effectively served the three roads. A long, detailed and accurate account of those engines was written by Franklin A. King, a railroad historian and DM&IR industrial engineer in the chief engineer's office. The DM&IR today is fully dieselized. Mr. King calls his story, "The End of an Era." He also compiled the steam rosters.

In addition, the magazine carries an article on "Reminiscences" by P. M. Sullivan, recalling high points in his career from fireman to Superintendent of Motive Power & Cars, with particular reference to the steam engines he knew and worked with. There are also a highly readable history of the three railroads, by William A. Dillan, and Walter N. Henry's "Reminiscences of 50 Years as a Locomotive Engineer," and the following poem by Luella B. Carr, wife of a retired DM&IR engineer, entitled "The Giants Die:"

I miss the long who-oo, who-oo
Of locomotives. In the night
I like to waken and hear a train
Of loaded ore-cars on the main
Line as they rumble down the Hill.

And now the great steam engines stand,
Mallets . . . 500's . . . and all the rest,
On railroad sidings to rust and die,
Never again go wheeling by;
Never again shall I hear them call
At railroad crossings or country town,
Who-oo, who-oo, and come speeding down
With headlights piercing the summer night.
The cause is progress, that they must go.
But I shall miss them always, this I know.

The souvenir issue consists of 50 slick-paper pages the size of *Railroad*, the whole being superbly illustrated. Besides the train photos reproduced here, it contains other good DM&IR train views, many fine broadsides and action shots of locomotives, diagrams of locomotives, and railroad maps, with stiff-paper cover picture of an M4 steam engine ready to be serviced at the Proctor coal dock.

J. Alfred Dillan, Superintendent of Safety & Welfare, who edits the *Missabe Iron Ranger*, still has some souvenir issues left, available at $1 a copy as long as they last. His address is 403

Alworth Building, Duluth, Minnesota. Any reader who is fortunate enough to own one will have a treasured addition to his steam library. But if you don't order yours immediately, you may be too late.

In view of the Mogul articles by H. L. Kelso that have been running in *Railroad Magazine*, it is interesting to note that the first locomotive bought by the Duluth & Iron Range, away back in 1883, was a Baldwin woodburning 2-6-0. This engine, known as the Three Spot, may be seen today at Two Harbors, Minn., along with two old retired Consolidations, Nos. 6 and 7.

The three engines, as well as several others received later, were shipped from Duluth to Two Harbors by barge, as there were no rail connections between those points. No. 3 weighed 75,000 pounds in working order, while the Consolidations, which were real "monsters" for their day, tipped the scale at 110,000 pounds each.

During 1884, Mr. King tells us, the D&IR received two 0-4-0 switchers, Nos. 4 and 5, each weighing 69,000 pounds, and two American-type passenger locomotives, Nos. 1 and 2. The road's passenger traffic in those days was handled by two coaches and a combination caboose. Also in that year four ore engines, Nos. 8-11, came from the great Baldwin plant at Philadephia.

On July 31, 1884, No. 8 made history by hauling Minnesota's first train of iron ore, the route being from the Breitung Mine near Tower to the docks at Two Harbors, in a train of 20-ton wooden ore cars each 28 feet long. Thomas Owens, the engineer on that run, later became superintendent and vice president of the road.

The last locomotive shipped by barge from Duluth was a Baldwin 2-8-0, No. 12 (later renumbered 42), in 1886, for that December the rail line between Two Harbors and Duluth was completed. According to Mr. King, No. 12 was the pride of the road. Whereas previous engines had unbalanced valves with Stephenson link motion and were equipped with a crosshead-actuated feedwater pump, No. 12 sported Robinson balanced valves, injectors, Westinghouse air brake, and a hydrostatic lubricator.

Until 1900 the D&IR maintained passenger service with six small 4-4-0's, but when they became inadequate for such work, the D&IR acquired six Schenectady ten-wheelers, which highballed "varnish" on the mainline until the Pacifics showed up in 1913.

In that year also D&IR obtained four heavier and more powerful engines for ore operation, Nos. 300-303, all Baldwin Mikados. They were the road's first superheated freight-haulers and were equipped with Schmidt superheaters, Franklin automatic firedoors, the Ragonet power reverse, and Walschaert valve gear. Two other 2-8-2's, Nos. 304 and 305, were received from Lima in 1913.

Meanwhile, in 1892, another important road, the Duluth, Missabe & Northern, then in course of construction, had connected the Mountain Iron Mine, the first mining operation of the fabulous Mesabi Range, with the Duluth & Winnipeg Railroad. Extension of the line into Duluth, along with the building of a large wooden ore dock on St. Louis Bay, was completed the following year.

During 1893, the first full year of operation, Missabe Road motive power consisted of 22 locomotives, Mr. King relates. In addition to 16 ten-wheelers, Nos. 5-20, handling ore service, there were two 4-4-0's, Nos. 1 and 2, and four 0-6-0 switchers, Nos. 50-53. All of the 22 were built by Pittsburg Locomotive works.

In 1894 the same plant built a Consolidation, No. 300, for service on the 5.5-mile, 2.1 percent grade extending between Duluth Ore Docks and Proctor Yard. She was the world's most powerful locomotive of that time, according to a claim made by the builder. She contained several unusual features such as both air and water brakes, a clerestory cab, a slope-backed tender (which afforded a clear view while backing downhill), blind tires on the two middle pairs of drivers, and an air-operated bell-ringer. This engine performed so well in ore-train service on the big hill that a duplicate of her, No. 301, was received in 1905.

It is impossible, in the limited space at our disposal, to summarize even the high points of Mr. King's interesting article on steam power of the DM&IR and its two predecessors. The roads were merged in 1938. The last steam engines bought were 18 Texas (2-10-4) types, Nos. 700-717 in 1951. These huge engines were used in all kinds of heavy service until dieselization pushed aside all DM&IR steam power forever.

No. 1107 near Lester Park, Duluth, on one of the DM&IR's last steam runs.

Duluth, Missabe & Iron Range Ry.

Lake County (Minn.) Historical Society

Duluth & Iron Range locomotive No. 1 on mixed train at Tower Junction in 1884.

Steam Locomotives of the Duluth & Iron Range

Alltime rosters compiled by Franklin A. King: specifications shown for engines as originally built

Orig. No.	2nd No.	3rd No.	Type	R.R. Class	Builder	Year Built	Builders No.	Cyl. Size (inches)	Driver Dia. (inches)	Tractive Power (Pounds)	Total Engine Wt. (pounds)	Year Retired	Final Disposition and Remarks
1	--	--	4-4-0	A	Baldwin	1884	7258	17x24	63	13,,600	83,900	--	Not Known
2	--	--	"	"	"	"	7259	"	"	"	"	--	" "
3	--	--	2-6-0	--	"	1883	6649	16x24	52	15,075	75,000	1899	Sold to D.&N.M.Ry. On permanent exhibition at Two Harbors
4	--	--	0-4-0	B	"	1884	7252	"	51	14,300	69,000	--	Not Known
5	--	--	"	"	"	1884	7358	"	"	"	"	--	" "
6	36	136	2-8-0	G	"	1883	6874	20x24	"	24,000	110,000	1933	Sold for Scrap
7	37	137	"	"	"	"	6937	"	"	"	"	"	" " "
8	38	138	"	"	"	"	7347	"	"	"	"	"	" " "
9	39	--	"	"	"	1884	7354	"	"	"	"	1916	" " "
10	40	--	"	"	"	"	7374	"	"	"	"	"	" " "
		DM&IR											
11	41	141	"	"	"	"	7381	"	"	"	"	1939	" " "
12	42	142	"	"	"	1886	7921	"	"	"	"	1933	" " "
13	--	--	0-4-0	B	"	"	7964	16x24	"	14,300	69,000	--	Not Known
14	--	--	"	"	"	1887	8646	"	"	"	"	--	" "
15	--	--	"	"	"	"	8647	"	"	"	"	1899	Sold to Loraine Steel Co.
16	43	143	2-8-0	G	"	"	8633	20x24	"	24,000	110,000	1933	Sold for Scrap
17	44	144	"	"	"	"	8634	"	"	"	"	"	" " "
18	45	145	"	"	"	1888	9261	"	"	"	"	"	" " "
19	46	146	"	"	"	"	9257	"	"	"	"	"	" " "
20	47	147	"	"	"	"	9265	"	"	"	"	"	" " "
21	48	148	"	"	"	"	9266	"	"	"	"	"	" " "
22	49	149	"	"	"	"	9273	"	"	"	"	"	" " "
23	--	--	4-4-0	C	"	"	9272	18x24	63	15,700	96,600	1920	" " "
24	--	--	"	"	"	"	9277	"	"	"	"	1916	" " "
25	--	--	"	"	"	"	9278	"	"	"	"	"	" " "
26	--	--	0-4-0	B	"	"	9274	16x24	51	14,300	69,000	1899	Sold to Loraine Steel Co.
	DM&IR												
27	127	--	0-6-0	D	Schen.	1889	2838	18x24	"	20,090	94,400	1940	Sold for Scrap
28	--	--	2-8-0	"	"	"	2832	20x24	"	24,480	120,400	1892	Sold to Chicago&Eastern Ill. R.R.
29	--	--	"	"	"	"	2833	"	"	"	"	"	"
30	--	--	"	"	"	"	2834	"	"	"	"	"	"
31	--	--	"	"	"	"	2835	"	"	"	"	"	"
32	--	--	"	"	"	"	2836	"	"	"	"	"	"
33	--	--	"	"	"	"	2837	"	"	"	"	"	"
28	--	--	0-6-0	F	Baldwin	1906	27728	20x26	"	33,000	150,000	1927	Sold
29	--	--	"	"	"	"	27729	"	"	"	"	1928	"
30	--	--	"	"	"	"	27744	"	"	"	"	"	"
31	--	--	"	"	"	"	27761	"	"	"	"	"	"
50	150		2-8-0	H	Schen.	1892	3738	20x24	"	24,600	117,000	1933	Sold for Scrap
	DM&IR												
51	151		"	"	"	"	3739	"	"	"	"	1938	" " "
52	152		"	"	"	"	3740	"	"	"	"	1936	" " "
53	153		"	"	"	"	3741	"	"	"	"	1933	" " "
54	154		"	"	"	"	3742	"	"	"	"	1934	" " "
	DM&IR												
55	155		"	"	"	"	3743	"	"	"	"	1938	" " "
56	--		"	"	"	"	3744	"	"	"	"	1899	Sold to El Paso & Northeast'n R.R.
57	157		"	"	"	"	3745	"	"	"	"	1933	Sold for Scrap
58	158		"	"	"	"	3805	"	"	"	"	"	" " "
59	159		"	"	"	"	3806	"	"	"	"	"	" " "
60	--		4-8-0	J	"	1893	4041	22x26	54	37,600	174,800	1928	" " "
61	--		"	"	"	"	4042	"	"	"	"	1927	Sold
62	--		"	"	"	"	4043	"	"	"	"	1928	Sold for Scrap
63	--		"	"	"	"	4044	"	"	"	"	"	" " "
64	--		"	"	"	"	4045	"	"	"	"	"	" " "
65	--		"	"	"	"	4046	"	"	"	"	1927	Sold
66	--		"	"	"	"	4047	"	"	"	"	"	"
67	--		"	"	"	"	4048	"	"	"	"	1928	Sold for Scrap
68	--		"	"	"	"	4049	"	"	"	"	1927	Sold
69	--		"	"	"	"	4145	"	"	"	"	1928	Sold for Scrap
70	--		"	"	"	1895	4327	"	"	"	176,400	1929	" " "
71	171		"	"	"	"	4328	"	"	"	"	1933	" " "
72	--		"	"	"	"	4329	"	"	"	"	1929	" " "
73	--		4-8-0	J	Schen.	1895	4330	22x26	54	37,600	176,400	1927	Sold
74	--		"	"	Baldwin	1896	14717	"	"	"	176,200	1923	Sold to Illinois Steel Co.
75	--		"	"	"	"	14718	"	"	"	"	1929	Sold for Scrap
76	176		"	"	"	"	14719	"	"	"	"	1933	" " "
77	--		"	"	"	"	14720	"	"	"	"	1929	" " "
78	--		"	"	"	"	14721	"	"	"	"	"	" " "
79	--		"	"	"	"	14722	"	"	"	"	1923	Sold to Illinois Steel Co.

Orig. No.	2nd No.	Type	R.R. Class	Builder	Year Built	Builders No.	Cyl. Size (inches)	Driver Dia. (inches)	Tractive Power (Pounds)	Total Engine Wt. (pounds)	Year Retired	Final Disposition and Remarks
80	180	"	"	"	1899	16747	"	"	"	180,000	1933	Sold for Scrap
81	181	"	"	"	"	16748	"	"	"	"	"	" " "
82	--	"	"	"	"	16749	"	"	"	"	"	" " "
83	--	"	"	"	"	16750	"	"	"	"	1926	" " "
84	--	"	"	Schen.	1900	5412	"	"	"	182,600	1933	" " "
85	--	"	"	"	"	5413	"	"	"	"	"	" " "
86	--	"	"	"	"	5414	"	"	"	"	"	" " "
	D.M.&I.R. No.											
87	--	4-8-0	J	Schen.	1900	5415	22x26	54	37,600	182,600	1933	Sold for Scrap
88	--	"	"	"	"	5416	"	"	"	"	"	" " "
89	--	"	"	"	"	5417	"	"	"	"	"	" " "
90	190	2-8-0	K	Baldwin	1905	25465	22x28	"	42,553	193,400	--	Renumbered 199 on Roster, 1/1961
91	191	"	"	"	"	25466	"	"	"	"	1957	Sold for Scrap
92	192	"	"	"	"	25467	"	"	"	"	1958	" " "
93	193	"	"	"	"	25509	"	"	"	"	"	" " "
94	194	"	"	"	"	25783	"	"	"	"	1956	" " "
95	195	"	"	"	"	25805	"	"	"	"	1958	" " "
96	196	"	"	"	"	25873	"	"	"	"	1957	" " "
97	197	"	"	"	"	25874	"	"	"	"	1958	" " "
98	198	"	"	"	"	25885	"	"	"	"	--	On Roster, 1/1961
99	--	4-4-0	--	--	Received 1888	--	--	--	--	--	--	Ex Chicago & Eastern Ill. No. 12
	D.&I.R.											
101	1101	4-6-0	M	Schen.	1900	5408	19x26	58	26,125	150,800	1933	Sold for Scrap
102	--	"	"	"	"	5409	"	"	"	"	1929	" " "
	D.&I.R.											
103	1103	"	"	"	"	5410	"	"	"	"	1933	" " "
104	--	"	"	"	"	5411	"	"	"	"	1929	" " "
	D.&I.R.											
105	1105	"	"	"	"	5433	"	"	"	"	1933	" " "
106	--	"	"	"	"	5434	"	"	"	"	1929	" " "
107	1107	4-6-2	A	Baldwin	1913	39861	22x28	69	33,400	219,000	1955	" " "
108	1108	"	"	"	"	39862	"	"	"	"	1953	" " "
109	1109	"	"	"	"	39863	"	"	"	"	1953	" " "
110	1110	"	"	"	"	39864	"	"	"	"	1954	" " "
200	1200	2-8-0	K	"	1906	27722	"	54	42,553	196,050	1956	" " "
201	1201	"	"	"	"	27738	"	"	"	"	1958	" " "
202	1202	"	"	"	"	27739	"	"	"	"	"	" " "
203	1203	"	"	"	"	27740	"	"	"	"	1955	" " "
204	1204	"	"	"	"	27755	"	"	"	"	1959	" " "
205	1205	"	"	"	"	27773	"	"	"	"	1956	" " "
206	1206	"	"	"	"	30311	"	"	"	"	1954	" " "
207	1207	"	"	"	"	30322	"	"	"	"	1956	" " "
208	1208	"	"	"	"	30323	"	"	"	"	1958	" " "
209	1209	"	"	"	1909	33308	"	"	"	198,850	1956	" " "
210	1210	"	"	"	"	33309	"	"	"	"	1950	" " "
211	1211	"	"	"	"	33310	"	"	"	"	1954	" " "
212	1212	"	"	"	"	33311	"	"	"	"	1959	" " "
213	1213	"	"	"	1910	34740	"	"	"	"	1958	" " "
214	1214	"	"	"	1910	34741	"	"	"	"	"	" " "
215	1215	"	"	"	"	34742	"	"	"	"	1959	" " "
216	1216	"	"	"	"	34743	"	"	"	"	1957	" " "
217	1217	"	"	"	"	34744	"	"	"	"	1958	" " "
218	1218	"	"	"	"	34745	"	"	"	"	--	On Roster, 1/1961
219	1219	"	"	"	"	34813	"	"	"	"	1958	Sold for Scrap
220	1220	2-8-0	K	Baldwin	1910	34814	22x28	54	42,553	198,850	1957	Sold for Scrap
221	1221	"	"	"	"	34841	"	"	"	"	1959	" " "
222	1222	"	"	"	"	34842	"	"	"	"	1956	" " "
223	1223	"	"	"	"	34843	"	"	"	"	1959	" " "
224	1224	"	"	"	"	34844	"	"	"	"	"	" " "
300	1300	2-8-2	N	"	1913	39671	27x30	58	59,250	287,600	1958	" " "
301	1301	"	"	"	"	39672	"	"	"	"	--	On Roster, 1/1961
302	1302	"	"	"	"	39916	"	"	"	"	--	On Roster, 1, /1961
303	1303	"	"	"	"	39917	"	"	"	"	1959	Sold for Scrap
304	1304	"	"	Lima	"	1311	"	"	"	"	--	On Roster, 1/1961
305	1305	"	"	"	"	1312	"	"	"	"	1959	Sold for Scrap
306	1306	"	N1	Baldwin	1916	43303	"	"	"	294,000	1958	" " "
307	1307	"	"	"	"	43304	"	"	"	"	1959	" " "
308	1308	"	"	"	"	43305	"	"	"	"	1958	" " "
309	1309	"	N2	"	1923	56507	"	"	"	321,400	1959	" " "
310	1310	"	"	"	"	56508	"	"	"	"	"	" " "
311	1311	"	"	"	"	56509	"	"	"	"	1958	" " "

D&IR 69 (4-8-0, Baldwin, 1893) with load of "Paul Bunyan's toothpicks" at Alger-Smith Mill, Detroit, about 1915.
Collection of Franklin A. King

Steam Locomotives of the Duluth, Missabe & Northern

D.M.&N. No.	*D.M.&I.R. No.*	*Type*	*R.R. Class*	*Builder*	*Year Built*	*Builders No.*	*Cyl. Size (inches)*	*Driver Dia. (inches)*	*Tractive Power (Pounds)*	*Total Engine Wt. (pounds)*	*Year Retired*	*Final Disposition and Remarks*
1	--	4-4-0	A	Pittsburg	1893	1409	17x22	62	15,214	89,800	1928	Sold for Scrap
2	--	"	"	"	"	1410	"	"	"	"	1925	Sold to Cazenovia Southern Ry.
5	5	4-6-0	F	"	"	1427	19x26	56	23,000	123,000	1940	Sold to Caro & Sandusky Ry.
6	--	"	"	"	"	1428	"	"	"	"	1935	Sold for Scrap
7	--	"	"	"	"	1387	"	"	"	"	1901	Sold
8	--	"	"	"	"	1388	"	"	"	"	"	"
9	--	"	"	"	"	1389	"	"	"	"	"	"
10	--	"	"	"	"	1429	"	"	"	"	"	"
11	--	"	"	"	"	1430	"	"	"	"	1933	Sold for Scrap
12	12	"	"	"	"	1431	"	"	"	"	1939	" " "
13	--	"	"	"	"	1432	"	"	"	"	1937	Sold
14	--	"	"	"	"	1433	"	"	"	"	1901	"
15	--	"	"	"	"	1462	"	"	"	"	1933	"
16	--	"	"	"	"	1463	"	"	"	"	1937	Sold
17	17	"	"	"	"	1464	"	"	"	"	1940	Sold for Scrap
18	--	"	"	"	"	1465	"	"	"	"	1901	Sold
												Sold for Scrap
19	19	"	"	"	"	1466	"	"	"	"	1940	Boiler at Va. Eng. Hse.
20	--	"	"	"	"	1467	"	"	"	"	1933	Sold
21	21	"	"	"	1898	1840	"	"	"	"	1948	"
22	--	"	"	"	"	1841	"	"	"	"	1923	Sold to Northern Lumber Co.
23	--	"	"	"	1899	1957	"	"	"	"	1933	Sold for Scrap
24	--	"	"	"	"	1958	"	"	"	"	1923	Sold to Northern Lumber Co.
25	--	"	"	"	"	1959	"	"	"	"	1933	Sold for Scrap
26	--	"	"	"	"	1960	"	"	"	"	"	" " "
27	--	"	"	"	1900	2092	"	"	"	"	1937	Sold
28	--	"	"	"	"	2093	"	"	"	"	1933	Sold for Scrap
29	--	"	"	"	"	2094	"	"	"	"	1923	Sold to Northern Lumber Co.
30	30	"	"	"	"	2095	"	"	"	"	1939	Sold
31	31	"	"	"	"	2096	"	"	"	"	1940	Sold to Caro & Sandusky Ry.
32	--	"	"	"	"	2097	"	"	"	"	1928	Sold for Scrap
33	--	"	"	"	"	2098	"	"	"	"	1923	Sold to Northern Lumber Co.
50	--	0-6-0	S	"	1893	1455	17x24	50	18,866	84,000	1918	Sold to Chickasaw Shipbldg. Co.
51	--	"	"	"	"	1456	"	"	"	"	1916	Sold
52	--	"	"	"	"	1457	"	"	"	"	"	Sold to Pittsburgh Iron Mng. Co.
53	--	"	"	"	"	1458	"	"	"	"	"	Sold
54	--	"	"	"	"	1459	"	"	"	"	"	"
55	--	"	"	"	"	1460	"	"	"	"	1917	Sold to Pittsburgh Iron Mng. Co.
56	--	0-6-0	S1	Pittsburgh	1900	2122	19x26	50	28,721	120,450	1920	Sold to Minn. Dakota & West. Ry.
57	--	"	"	"	"	2123	"	"	"	"	"	"
58	--	0-8-0	S3	Baldwin	1907	30487	21x28	51	41,160	164,000	1927	Sold
59	--	"	"	"	"	30488	"	"	"	"	"	"
60	--	"	"	"	"	30501	"	"	"	"	"	"

Duluth, Missabe & Northern ten-wheeler No. 30 (Pittsburg, 1910) southbound at the Iron Junction station circa 1900.

All photos on this page from collection of Franklin A. King

Duluth & Iron Range engine 24 (4-4-0, Baldwin, 1888), shown with passenger train about 1890, was retired in 1920.

D&IR ten-wheeler No. 103 (Schenectady, 1903, renumbered 1103) stops at Edison on windy day in approximately 1910.

D.M.&N. No.	D.M.&I.R. No.	Type	R.R. Class	Builder	Year Built	Builders No.	Cyl. Size (inches)	Driver Dia. (inches)	Tractive Power (Pounds)	Total Engine Wt. (pounds)	Year Retired	Final Disposition and Remarks
61	--	0-8-0	S3	Baldwin	1907	30586	21x28	51	41,160	164,000	1927	Sold
62	--	"	S4	"	1910	34754	"	"	"	"	"	"
63	--	"	"	"	"	34755	"	"	"	"	"	"
64	--	"	"	"	"	34756	"	"	"	"	"	"
80	80	"	S2	Schen.	1910	47925	"	"	45,850	207,500	1948	"
81	81	"	"	"	"	47926	"	"	"	"	1950	"
82	82	"	"	"	"	47927	"	"	"	"	1948	"
83	83	"	"	"	"	47928	"	"	"	"	1949	"
84	84	"	"	"	"	47929	"	"	"	"	1949	"
85	85	"	"	"	"	47930	"	"	"	"	1949	"
86	86	"	S5	Baldwin	1917	45704	24x28	51	53,575	216,000	1954	Sold for Scrap
87	87	"	"	"	"	45705	"	"	"	"	1958	" " "
88	88	"	"	"	"	45706	"	"	"	"	"	" " "
89	89	"	"	"	"	45707	"	"	"	"	"	" " "
90	90	0-10-0	S6	"	1928	60213	28x30	57	77,600*	352,250	1955	" " "
91	91	"	"	"	"	60263	"	"	"	"	1958	" " "
92	92	"	"	"	"	60293	"	"	"	"	"	" " "
93	93	"	"	"	"	60294	"	"	"	"	"	" " "
							* 92,100 lbs. T. E. with Tender Booster					
100	--	4-6-0	F1	"	1906	27719	20x26	67	26,400	166,200	1933	Sold
101	--	"	"	"	"	27727	18¾x26	"	23,200	"	"	"
102	--	"	F2	"	1907	30436	18¾x26	63	24,675	164,000	1932	Sold for Scrap. Boiler at Biwabik Engine House
103	--	"	"	"	"	30437	"	"	"	"	1933	Sold
104	--	"	F3	"	"	34723	20x26	"	28,100	"	"	"
200	200	2-8-8-2	M	Baldwin	1910	35165	26x40x32	57	91,000	448,100	1953	Sold for Scrap
201	201	"	"	"	"	35166	"	"	"	"	"	" " "
202	202	"	"	"	"	35167	"	"	"	"	"	" " "
203	203	"	"	"	"	35168	"	"	"	"	1950	" " "
204	204	"	"	"	"	35169	"	"	"	"	"	" " "
205	205	"	"	"	"	35170	"	"	"	"	"	" " "
206	206	"	"	"	"	35171	"	"	"	"	1950	" " "
207	207	"	"	"	"	35172	"	"	"	"	--	Rebuilt to Single-Expansion-1930
207*	207	"	MS	"	"	"	24x32	"	110,000	494,500	1953	Sold for Scrap
208	208	"	M1	"	1916	43530	26x40x32	"	91,000	470,000	--	Rebuilt to Single-Expansion-1931
208*	208	"	M1S	"	"	"	24x32	"	110,000	494,450	1954	Sold for Scrap
209	209	"	M1	"	"	43531	26x40x32	"	91,000	470,000	--	Rebuilt to Single-Expansion-1937
209*	209	"	M1S	"	"	"	24x32	"	110,000	494,450	1958	Sold for Scrap
210	210	"	M2	"	1917	45769	26x40x32	"	91,000	470,000	--	Rebuilt to Single-Expansion-1929
210*	210	"	M2S	"	"	"	24x32	"	110,000	494,450	1957	Sold for Scrap
211	211	"	M2	"	"	45793	26x40x32	"	91,000	470,000	--	Rebuilt to Single-Expansion-1931
211*	211	"	M2S	"	"	"	24x32	"	110,000	494,450	1957	Sold for Scrap
300	--	2-8-0	C	Pittsburgh	1894	1525	22x28	50	36,800	160,000	1927	Sold to Duluth & Northest'n R.R.
301	--	"	"	"	1895	1563	"	"	"	"	"	"
302	--	"	C1	"	1899	1966	"	56	36,900	180,000	1933	Sold
303	--	"	"	"	1900	2099	"	"	"	"	1934	"
304	--	"	"	Dickson	1902	26342	"	"	"	"	1933	"
305	--	"	"	"	1902	26343	"	"	"	"	"	"
306	306	"	"	"	1902	26344	"	"	"	"	1948	"
307	307	"	"	Cooke	1903	27063	"	"	"	"	"	"
308	308	"	"	"	"	27064	"	"	"	"	"	"
309	--	"	"	"	"	27065	"	"	"	"	1933	"
310	--	"	"	"	"	27066	"	"	"	"	"	"
311	--	"	"	"	"	27067	"	"	"	"	"	"
312	--	"	"	"	"	27068	"	"	"	"	"	"
313	--	"	C2	Pittsburgh	1904	28897	"	"	37,026	"	1919	"
314	--	"	"	"	"	28898	"	"	"	"	"	"
315	--	"	"	"	"	28899	"	"	"	"	"	"
316	--	"	"	"	"	28900	"	"	"	"	"	"
317	--	"	"	"	"	28901	"	"	"	"	"	"
318	--	2-8-0	C2	Pittsburgh	1904	28902	22x28	56	37,026	180,000	1919	Sold
319	319	"	C3	"	1905	30730	"	"	39,080	185,500	1955	Sold for Scrap
320	--	"	"	"	"	30731	"	"	"	"	1919	Sold
321	--	"	"	"	"	30732	"	"	"	"	1928	Sold to Mpls., N-Field & S. Ry.
322	--	"	"	"	"	30733	"	"	"	"	1919	Sold
323	--	"	"	"	"	30734	"	"	"	"	"	"
324	324	"	"	"	"	30735	"	"	"	"	1954	Sold for Scrap

* As Rebuilt

The Iron Range's last steam passenger engine, No. 1107 (4-6-2, Baldwin, 1913), went to scrap heap six years ago.
Photograph by Franklin A. King

D.M.&N. No.	*D.M.&I.R. No.*	*Type*	*R.R. Class*	*Builder*	*Year Built*	*Builders No.*	*Cyl. Size (inches)*	*Driver Dia. (inches)*	*Tractive Power (Pounds)*	*Total Engine Wt. (pounds)*	*Year Retired*	*Final Disposition and Remarks*
325	325	"	"	"	"	31232	"	"	"	"	1948	" " "
326	--	"	"	"	"	31233	"	"	"	"	1928	Sold to Mpls., N-Field & S. Ry.
327	327	"	"	"	"	31334	"	"	"	"	1955	Sold for Scrap
328	--	"	"	"	"	31335	"	"	"	"	1919	Sold
329	--	"	"	"	"	31236	"	"	"	"	1928	Sold to Mpls., N.-Field & S. Ry.
330	330	"	"	"	"	31237	"	"	"	"	1953	Sold for Scrap
331	331	"	"	"	1906	39586	"	"	"	"	1955	" " "
332	332	"	"	"	"	39587	"	"	"	"	"	Sold to Duluth & Northeast'n R.R.
333	333	"	"	"	"	39588	"	"	"	"	1950	Sold for Scrap
334	334	"	"	"	"	39589	"	"	"	"	1955	" " "
335	335	"	"	"	"	39590	"	"	"	"	"	" " "
336	336	"	"	"	"	39591	"	"	"	"	1954	" " "
337	--	"	"	"	1907	42275	"	"	"	"	1929	Sold to Mpls., N.-Field & S. Ry.
338	338	"	"	"	"	42276	"	"	"	"	1953	Sold for Scrap
339	339	"	"	"	"	42277	"	"	"	"	1955	" " "
340	340	"	"	"	"	42278	"	"	"	"	1950	" " "
341	341	"	"	"	"	42279	"	"	"	"	1953	" " "
342	342	"	"	"	"	42280	"	"	"	"	1955	" " "
343	343	"	"	"	"	42281	"	"	"	"	1950	" " "
344	--	"	"	"	"	42282	"	"	"	"	1927	Sold to Mpls., N.-Field & S. Ry.
345	--	"	"	"	"	42283	"	"	"	"	"	"
346	346	"	"	"	"	42284	"	"	"	"	1949	Sold for Scrap
347	347	"	"	"	"	42285	"	"	"	"	1953	Presented to Museum of Mining, Chisholm, Minn.
348	348	"	"	"	"	42286	"	"	"	"	1955	Sold to Duluth & Northeast'n R.R.
349	349	"	"	"	"	42287	"	"	"	"	1953	Sold for Scrap
350	350	"	"	"	"	42288	"	"	"	"	1955	" " "
400	400	4-6-2	P	Baldwin	1913	39877	25x28	69	38,800	245,700	1959	" " "
401	401	"	"	"	"	39878	"	"	"	"	1955	" " "
402	402	"	"	"	"	39879	"	"	"	"	1958	" " "
500	500	2-10-2	E	"	1916	43409	28x32	60	71,200	346,600	--	On Roster, 1/1961
501	501	"	"	"	"	43410	"	"	"	"	1959	Sold for Scrap
502	502	"	"	"	"	43411	"	"	"	"	--	On Roster, 1/1961
503	503	"	"	"	"	43412	"	"	"	"	--	" " "
504	504	"	"	"	"	43501	"	"	"	"	--	" " "
505	505	"	"	"	"	43502	"	"	"	"	--	" " "
506	506	"	E1	Brooks	1919	60075	27x32	57	69,600	352,000	--	" " "
507	507	"	"	"	"	60076	"	"	"	"	--	" " "
508	508	"	"	"	"	60077	"	"	"	"	1959	Sold for Scrap
509	509	"	"	"	"	60078	"	"	"	"	--	On Roster, 1/1961
510	510	"	"	"	"	60079	"	"	"	"	--	" " "
511	511	"	"	"	"	60080	"	"	"	"	1959	Sold for Scrap
512	512	"	"	"	"	60081	"	"	"	"	--	On Roster, 1/1961

513	513	"	"	"	"	60082	"	"	"	"	--	"	"	"
514	514	"	"	"	"	60083	"	"	"	"	--	"	"	"
515	515	"	"	"	"	60084	"	"	"	"	1959	Sold for Scrap		

Steam Locomotives of the Duluth, Missabe & Iron Range

D.M.&I.R. No.	*Type*	*R.R. Class*	*Builder*	*Year Built*	*Year Acquired by D.M.&I.R.*	*Builders No.*	*Cyl. Size (inches)*	*Driver Dia. (inches)*	*Tractive Power (Pounds)*	*Total Engine Wt. (pounds)*	*Year Retired*	*Final Disposition and Remarks*
220	2-8-8-4	M3	Baldwin	1941	1941	62526	26x32	63	140,000	695,040	--	On Roster, 1/1961
221	"	"	"	"	"	62527	"	"	"	"	--	" " "
222	"	"	"	"	"	62528	"	"	"	"	--	" " "
223	"	"	"	"	"	62529	"	"	"	"	--	" " "
224	"	"	"	"	"	62530	"	"	"	"	--	" " "
225	"	"	"	"	"	62531	"	"	"	"	--	" " "
226	"	"	"	"	"	62532	"	"	"	"	--	" " "
227	"	"	"	"	"	62533	"	"	"	"	--	" " "
228	"	M4	"	1943	1943	64707	"	"	"	699,700	--	" " "
229	"	"	"	"	"	64708	"	"	"	"	--	" " "
230	"	"	"	"	"	64709	"	"	"	"	--	" " "
231	"	"	"	"	"	64710	"	"	"	"	--	" " "
232	"	"	"	"	"	64711	"	"	"	"	--	" " "
233	"	"	"	"	"	64712	"	"	"	"	--	" " "
234	"	"	"	"	"	64713	"	"	"	"	--	" " "
235	"	"	"	"	"	64714	"	"	"	"	--	" " "
236	"	"	"	"	"	64715	"	"	"	"	--	" " "
237	"	"	"	"	"	64716	"	"	"	"	1958	Damaged in Wreck Sold for Scrap
601	0-10-2	S7	"	1936	1949	61907	28x32	61	90,900	422,000	1959	Sold for Scrap
602	"	"	"	"	"	61908	"	"	"	"	1958	" " "
603	"	"	"	"	"	61909	"	"	"	"	--	On Roster, 1/1961
604	"	"	"	"	"	61910	"	"	"	"	--	" " "
605	"	"	"	"	"	61911	"	"	"	"	1958	Sold for Scrap
606	"	"	"	1937	"	62059	"	"	"	"	1959	" " "
607	"	"	"	"	"	62060	"	"	"	"	1958	" " "
608	"	"	"	"	"	62061	"	"	"	"	1959	" " "
609	"	"	"	"	"	62062	"	"	"	"	"	" " "
700	2-10-4	E4	Alco	1937	1951	68891	31x32	64	96,700	520,000	--	On Roster 1/1961
701	"	"	"	"	"	68892	"	"	"	"	--	" " "
702	"	"	"	"	"	68893	"	"	"	"	--	" " "
703	"	"	"	"	"	68894	"	"	"	"	--	" " "
704	"	"	"	"	"	68895	"	"	"	"	1956	Sold for Scrap
705	"	"	"	"	"	68896	"	"	"	"	--	On Roster, 1/1961
706	"	"	"	"	"	68897	"	"	"	"	--	" " "
707	"	"	"	"	"	68898	"	"	"	"	--	" " "
708	"	"	"	"	"	68899	"	"	"	"	--	" " "
709	"	"	"	"	"	68900	"	"	"	"	--	" " "
710	"	E5	Baldwin	1941	"	64150	"	"	"	519,740	--	" " "
711	"	"	"	"	"	64154	"	"	"	"	--	" " "
712	"	E6	"	1942	"	64578	"	"	"	524,382	--	" " "
713	"	E7	"	1943	"	64718	"	"	"	523,600	--	" " "
714	"	"	"	"	"	64721	"	"	"	"	--	" " "
715	"	"	"	"	"	70059	"	"	"	"	--	" " "
716	"	"	"	"	"	70060	"	"	"	"	--	" " "
717	"	"	"	"	"	70061	"	"	"	"	--	" " "
1312	2-8-2	N4	Alco	1923	1948	64742	28x30	63	63,467	333,000	1958	Sold for Scrap
1313	"	"	"	"	"	64743	"	"	"	"	--	On Roster, 1/1961
1314	"	"	"	"	"	64744	"	"	"	"	--	" " "
1315	"	"	"	"	"	64745	"	"	"	"	1958	Sold for Scrap
1316	"	"	"	"	"	64746	"	"	"	"	1959	" " "
1317	"	"	"	"	"	64747	"	"	"	"	"	" " "
1318	"	"	"	"	"	64748	"	"	"	"	"	" " "
1319	"	"	"	"	"	64749	"	"	"	"	"	" " "
1320	"	"	"	"	"	64750	"	"	"	"	1958	" " "
1321	"	"	"	"	"	64751	"	"	"	"	1959	" " "
1322	"	N5	Lima	"	"	6695	"	"	"	333,000	1958	" " "
1323	"	"	"	"	"	6696	"	"	"	"	--	On Roster, 1/1961
1324	"	"	"	"	"	6697	"	"	"	"	1959	Sold for Scrap
1325	"	"	"	"	"	6698	"	"	"	"	1958	" " "
1326	"	N6	Baldwin	1929	"	61076	"	"	"	333,460	"	" " "
1327	"	"	"	"	"	61077	"	"	"	"	--	On Roster, 1/1961
1328	"	"	"	"	"	61078	"	"	"	"	1958	Sold for Scrap
1329	"	"	"	"	"	61079	"	"	"	"	"	" " "
1330	"	"	"	"	"	61080	"	"	"	"	--	On Roster, 1/1961
1331	"	"	"	"	"	61081	"	"	"	"	1959	Sold for Scrap
1332	"	"	"	1930	"	61372	"	"	"	"	1958	" " "
1333	"	"	"	"	"	61373	"	"	"	"	1959	" " "
1334	"	"	"	"	"	61374	"	"	"	"	1958	" " "
1335	"	"	"	"	"	61375	"	"	"	"	"	" " "
1336	"	"	"	"	"	61378	"	"	"	"	1959	" " "
1337	"	"	"	"	"	61379	"	"	"	"	1958	" " "

(S. R. Wood, Stillwater, Okla., and Chas. E. Fisher, Pres., Railway & Locomotive Historical Society, assisted in compiling these rosters.)

OLDTIME PICNIC TRAINS

by Ernest A. ("Frog") Smith

RIDING a Sunday picnic train over a weed-lined branch in the long ago was a big event. In those days we had no modern sanitation. Nobody dreamed of individual paper cups. One smeary glass per car served everybody. Of course, you rinsed it out, more or less, before gulping your tepid "ice-water" from the faucet. When I was a kid, some picnic specials didn't even have faucets. I remember seeing a man with a walrus mustache walk through the warm dusty cars toting a pail and a dipper, peddling water at five cents a drink. It was frightfully expensive. No matter how dry I might be, I never bought any.

That was in the Steam Age. A rusty Mogul or ten-wheeler puffing gray smoke would powder my Sunday best duds with soot and tiny cinders. How many a time I brushed them off, soiling my hands! But I have always loved steam engines. After I grew up, I went firing on a woodburner and then I became a hogger, handling more than one excursion train in the Deep South. Right now, I will tell you about some picnic specials at the turn of the century or thereabouts.

The old wooden coaches rattled and squeaked. You had the feeling that they'd been pulled off the rip track for Sunday customers. Small children and spinsters were afraid to walk through the open vestibules from one car to another while the train rocked its way over the rails. The hard wooden seats made your buttocks sore if you sat still long enough, unless your behind was padded with fat, as mine wasn't, and the little toilet room in each car was shared in turn by both sexes.

MY MIND goes back to 1910, when the Birmingham, Columbus & St. Andrews, a short pike with a long name, reached the backwoods section of Southport, Florida, on St. Andrews Bay, and opened its new line with an excursion from Chipley to Southport, a village where delicious oysters, fried or on the half-shell, could be bought for only twenty cents a dozen.

Twenty-two miles out of Chipley, at the Greenhead flagstop a large throng of passengers was waiting in the Florida sunshine when Engineer Arch Pippin whistled for the station. He had just pinched down the 22, a former Louisville & Nashville eight-wheeler, to get the slack out of his train, when the seat-box fell from under his fanny, pitching him headlong into a corner of the cab. Luckily, he escaped injury.

Before his groping hands could find the throttle and shut off steam, No. 22 turned over on her side in a sandy road crossing. Because of the dust, Arch never did get a hand on the brake valve. The eight-wheeler's side-rods and spinning drivers kicked up dry sand like an amorous bull showing off before a young heifer.

Shouts of dismay arose from the gathering when the cloud of dust swallowed their hopes of a trip to St. Andrews, a dip in the surf, and an oyster feed. It was the first wreck that many of those backwoods people had ever seen. Back in the cars there was excitement a-plenty, with some passengers up-ended over the seats by the coaches slewing to a stop at a 45-degree angle, but nobody was really hurt.

That ended the picnic. The conductor went around through the crowd, telling everybody to "Take it easy" because they couldn't get another engine to pull the train back to Chipley for at least four hours. Most folks sat down on the soft green grass and delved into their lunch pails and baskets. Two old cronies began playing checkers. Some passengers took off their shoes and stockings and went to sleep. A few enterprising young couples wandered off into the nearby woods.

I tried to pick up a redheaded girl who seemed to be alone, but she wasn't interested. Then I decided to have a swim. I knew where to find a beautiful creek that flowed under a railroad trestle about a mile and a half from the scene of derailment. So I hiked along the hot dusty track, with the ties reeking of creosote and my shirt reeking of sweat, until I arrived at the spot.

It was a lonely place in a piney wooded area. No sign of life anywhere but a flock of crows flying around, some long-legged waterbugs skittering over the stream, and a black-and-orange Emperor moth perched on a milkweed stalk beside me. The clear cool water sparkled in the sun. At that time you never wore trunks to go in swimming—except on a public beach. Fellows who did so were sissies. In nothing flat, I stripped off my clothes, laid them under a blueberry bush, and dove into the creek.

Well, sir, it was like Heaven. Never before or since have I enjoyed swimming so much as I did then. I was glad that the train had been wrecked. Let those stupid passengers back there worry if they wanted to. Me, I was perfectly happy. Overhead, a thin white cloud that reminded me of the smoke plume from a coalburner drifted slowly across the blue sky. I couldn't hear a sound. Only the chattering crows, which had finally settled down on the right-of-way fence, and a light breeze rustling a million leaves, and water lapping against the stones.

"This is the life," I said to myself.

I felt like singing. My voice had the fine resonant quality of a bullfrog's, but I did sing quietly, after a fashion. By

and by I sprawled out on a live-oak log, still as naked as a jaybird, soaking up the warm sun. I closed my eyes and nearly fell asleep. And then a wonderful thing happened.

PEERING lazily through the bushes that partly surrounded me, I was amazed to see a figure climbing down the embankment from the trestle about fifty yards away. A tall and graceful young woman! Her red hair shone like pure gold in the bright Florida sunshine. Why, that was the very same girl I had tried to pick up more than an hour ago! Life had suddenly become very exciting.

Naturally, I kept out of sight. If I had grabbed my clothes it probably would have caught her eye, even though she was quite some distance upstream. So I didn't move a muscle. I hardly breathed.

For a long moment the girl stood still, gazing into the deep water. Then she glanced around in all directions and began to undress. Fascinated, I watched her. Pretty soon she appeared in her birthday suit, poised on a large rock. Never before had I seen a naked woman. But she was so far away that all I could make out was a brief flash of white as she plunged into the creek.

Then came a second surprise. Two other girls, whom I had not noticed before, walked over to the bank, got ready to dive, and followed her into the shining water. But unlike the redhead, both were clad in abbreviated bathing suits. By *abbreviated* I mean that they had left aside the knee-length skirts which all women wore on public beaches in those days.

That was strange. I analyzed the situation. Maybe Carrot-Top didn't own a bathing suit or had forgotten to bring it along on the picnic train. There was also a third possibility. She could have been a nature lover who didn't like to wear bathing suits. At any rate, three nymphs were innocently taking a swim that hot summer afternoon in 1910, as I had just done, while waiting for the relief engine.

At first I did not know what to do. I was much embarrassed and didn't aim to make things worse by shaming that trio. I watched them swim easily and gracefully toward a bend of the stream in the opposite direction from where I lay sunning myself. At length they were lost to sight behind a low bluff. I dressed real fast. While I was tieing my shoe laces, the crows flapped their big black wings and flew away, cawing dismally. The Emperor moth had long since gone but the waterbugs were still there.

Dodging my way through the woods without the girls seeing me, I rejoined the rest of the passengers. When I got back to the train, the two old men were still playing checkers. Most of the other folks were taking naps and I heard some of them snoring. Debris from lunch baskets littered the landscape.

About an hour later, the three girls returned, looking refreshed and slightly sunburned. I glanced at them curiously but said nothing. After a while, the relief engine, a high-wheeled Mogul, steamed up to the scene. She coupled into the string of coaches and we all climbed aboard. Her whistle blast echoed through the woods, and she hauled us all back to Chipley. It was the last I ever saw of the three female swimmers, fifty-one years ago.

THAT fall, when the goldenrod came out and the aspen leaves turned red, I rode another excursion train on the Birmingham, Columbus & St. Andrews, this time without an accident. I was secretly hoping to see Carrot-Top again but I never did. The Sparks Circus had pitched its big top at Chipley and the railroad put on a picnic special that was almost as good a show as the one featured by John Sparks. Picking up every coach the company owned, the seven-car train was coupled onto No. 55, a nearly new ten-wheeler, and the fun started.

There were so many cash fares that the train had to stop two miles out of town for the conductor to catch up with them. At that point, some impatient young bloods, whom the skipper had not yet reached, left the train without paying their fares. They said they were leaving because they did not want to miss the circus parade.

I stayed on board and reached Chipley in time to see and hear it all: the brass band, the shapely girls that looked like giant butterflies riding elephants, the prancing white Arabian horses, the whiteface clowns, the big cats in rolling cages, and the noisy calliope at the rear. Man, what a parade! To make up for having paid my fare on the train, I sneaked under a flap of the main tent and took in the show free of charge.

Three years passed. The Hawkinsville & Florida Southern, known as the Gulf Lines, shoved its 46-pound steel over the last red hill into Camille, Georgia, and celebrated the feat by running a Sunday picnic train from one end of the road to the other. Tieing a string of open-platform coaches onto a wood-burner, old No. 18, they hung white flags up front, red flags at the rear, and just about every shade of calico in between, and let her go.

I shall never forget that day. But first let me give you the background. The year before, I had visited the Gulf Line's construction camp and had met T. C. Aiken, the hogger on the work train. I rode the cab of No. 18 with him from Bridgeboro, where the new line crossed the Georgia Northern, to the end of steel near Bowlesville. Being a deckless type, old 18 was hard to fire from astraddle the apron sheet, but I liked the way she took the hills, and the crew was a friendly bunch. The new pike appealed to me so much that I put in for a firing job and stuck around till I got it.

So I happened to be at Bridgeboro for the picnic train. There was another reason, too. A well-stacked brunette named Mollie lived there. Maybe she was a bit too well known about town, but who cared? I was no saint myself. With a pair of breasts that stood out like marker lights and a backside that wriggled like a Baker valve gear when she walked, Mollie was more fun than all the clowns in the three-ring Sparks Circus.

One Sunday evening before the big excursion, I rented a horse and buggy from the livery stable and drove Mollie out to a nearby community so she could attend a tent revival meeting of the Holy Rollers. It was balmy July night and the sky was gemmed with stars. The fervor of the Rollers thrilled Mollie. She claimed she got religion that night, but if she did, it wore off mightly fast on the way home. I drove slowly through the sweet-smelling pine woods, and along the way that gal knew how to make life interesting.

WE OFTEN went out together. One thing annoyed me, though. A handsome brakeman named Jess kept crowding me. That guy was crazy over Mollie and wanted to marry her, which I didn't. It seemed that every time we took the air we had an unscheduled meet somewhere with Jess. One day, when he and I were working the same train, I got him alone.

"Jess," I said, friendly like, "I know how you feel about Mollie and all that, but she's my girl. I met her first. How about pulling your freight?"

Jess told me where to go. I saw no point in arguing the matter, so I let it

drop. When the Gulf Line's last rail was laid and spiked, I dated Mollie for the picnic special. Come Sunday morning, we boarded the train, made ourselves as cozy as we could on a hard rear seat, and probed our well-stocked lunch basket.

The head brakeman that day was Jess. I had just sunk my teeth into a pork sandwich when he came through the train in a brand new uniform, brass buttons and all, to collect tickets. I was deadheading, of course, but had a dollar ready to pay for Mollie in case he asked for it. He didn't ask. What he said was, "You two look like you're out for a good time."

"That's right," I wisecracked. "We might even get married before the day is done."

Naturally, Jess didn't take me seriously. "Good idea," he grinned, and went on.

But Mollie turned to me with wide-open brown eyes. "How in creation did he ever find out?"

"Find out what?" I asked.

"Why, that we have to get married."

"Have to get married?" I repeated in sudden alarm. "Why in hell do we have to get married?"

Mollie gazed at me soulfully. Her voice was soft and seductive. "I thought you knew about it."

"Knew about what?" My own voice was edged.

"Now don't kid me, Frog darling. There is only one reason why a fella and girl want to get married."

Well, sir, I damn near choked on my sandwich. I knew that Mollie was having other men in her life, even while she was keeping company with me. But no two-timing hussy was going to frame me, and I said so.

We had a nice little argument on board the train. As a result, Mollie left me in a huff. She groped her way up the aisle through blinding crocodile tears, spied Jess making out a report, and sat down beside him. What she told him must have been good. It must have impressed the brakeman deeply, for he took a week off from his job and married her the next day.

Funny thing, the marriage turned out fine. Jess and Mollie set up housekeeping at Bridgeboro, and I drifted along the boomer trail. A lot of water passed under the bridge. About five years later I met a boomer brakeman who said that the pair had three kids and appeared to be very happy. I wish them good luck. Almost anything could happen on a picnic train.

SOME picnic trains were loaded beyond the danger point and powered by leaky engines. They'd run down one steep hill to get over the next, but didn't always make it. Which reminds me of a motley excursion on the old Plant System in May, 1894, the year of the big Pullman Strike, just before the Atlantic Coast Line took over that road.

Originating in Gainesville, Georgia, the varnished special had fourteen shabby day coaches doubleheaded by woodburning eight-wheelers of uncertain vintage and was bound for picnic grounds beside the shallow Ichtucknee River, some 25 miles south of Live Oak, Florida. My father rode that train, along with my Uncle Bill, and they both told me about it years afterward.

The sagging coaches were well loaded when the train pulled out of High Springs and soon became filled to overflowing from the depots at Fort White, Burlington, and Hildred, with several flagstops in between. After leaving Hildred, the two hoggers took the bridle off. Laying their reverse levers far down in the quadrants, they yanked the throttles wide open.

Dipping and swaying through the sandy valleys and scrubby hills, the overcrowded train raced westward across the green countryside until it reached the steep hill between Santa Fe River and Ichtucknee. There the chuckling exhausts grew labored. The side-rods rose and fell more and more slowly, until at length both engines lost their feet, slipped, and stalled.

With the last wheezing exhaust, heads popped from windows all along the train. A concerted hum of conversation and comments roared like a swarm of bees in the tightly-packed cars. Passengers standing in the aisles headed for the open.

Pouring down the steps, they covered the right-of-way and overflowed into a daisy-filled meadow. They nearly hid the anxious conductor from the sweating hoggers on the smoky end. Ear-splitting whistles rose above the drone of conversation. Derisive catcalls and loud yells of "Gitta hoss!" echoed across the hills. All in all, it was quite a racket. The train had stalled on the grade, with only one course left open: back up and run at it again.

Three short toots from the leading engine's chime whistle lured a few people back into the cars; but most of the standing passengers remained on the ground because the coaches were hot and because the curious young men were having fun watching the ladies lift their long skirts to board the train without a conductor's stool.

Yelling did no good. You couldn't have heard it in the general uproar. Besides, the harrassed ticket-puncher didn't care whether the passengers boarded the train or picked daisies. He swung a back-up signal with his gold-braided cap at arm's length, hoping the hoggers could see it over the sea of heads.

Both locomotives coughed like choked cows when their levers were horsed over to the back corners. Tired sighs came from the cylinder cocks as, with a slow roll, the engines fell away backward down the hill. With a clatter of Janney couplers, many of which were coupled with link-and-pin in their split knuckles, the train backed to the top of the hill it had just crawled over.

There, both fireboxes were filled to the crownsheets with rich pine lightwood knots and the blowers were turned on. This soon raised steam, but a second run at the hill ended as the first one had. Both engines were stuck where the hoggers could look over the hill and downgrade on the far side.

AGAIN the warm summer air was rent by taunts and catcalls. Uncle Bill, himself an engineer and somewhat of a dandy, with a cute little brunette beside him, collared a brakeman and shouted above the din, "Ain't you got no better engines in Gainesville?"

"Aw, we'd have made it," the brakie yelled back good-naturedly, "if'n you kept your damn big ears inside, out of the wind."

Meanwhile, a rising mutter of impatience from the restless crowd was cut short by a shout of, "Let's go!" Another man hollered, "Come on!" and soon the clamor spread to the rest of the cars. Even the sweating conductor agreed it would help if the menfolk would get off and walk up the hill. In no time at all most of the consist was on the ground, trampling down daisies; and while the cash customers lined both sides of the track, the train rolled backward once more. The two hoggers were grinning in answer to shouted advice, "Give her hell this time!"

Modern commuters might have grumbled and threatened at the delay, but those fourteen carloads of "Gay Nineties" passengers took it all in stride, my father informed me, making a joke of the whole thing. And why not? It was the Sabbath day, no work to do,

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and they were out for a lark. Everyone seemed to be having fun.

Many passengers did as the skipper had said, walking leisurely up the steep hill, mindless of a blazing sun. Others sat in the shade of moss-draped live oaks, cooling off as they watched the train roll past. Some of the more agile fellows put their time to better use. Climbing high into trees, they picked and tossed down clusters of juicy wild grapes.

The grape-picking episode was short-lived. As a roar of diamond stacks blasted fiery cinders high and wide, the determined hoggers made a third try at the hill. This time, with the cars half empty, they went over. But near the top the speed slackened to a crawl. Observers feared the doubleheader would stall again and so, with the whoop of a hungry army, they laid hold and actually pushed the train over the hill! Among those who helped were my father and Uncle Bill.

Today, anyone suggesting such a task would be deemed fit for the bug-house, but at that time, Dad told me, the muscular effort won great favor. It would be something to boast about in future years. Also, it whetted appetites for the generous picnic meal that was about to be served beside the quiet Ichtucknee River.

MANY old folks now living in Florida have pleasant memories of that day. The river was clear and cool. A broad dance platform had been built, and dancers whirled to the music of a brass band, while the tantalyzing smell of food put everyone in a festive mood.

At length the meal was ready. In addition to barbecued meats, swamp cabbage and *pilau* were popular. The latter consisted of game meats and vegetables. Several cooks prepared it. One of them happened to leave the eyes in a squirrel's head. When Uncle Bill reached into the pot for a helping and saw those dead eyes staring at him, he blew up.

"I ain't eatin' no damned stew," he said, "with that varmint a-watchin' me."

It is not recorded whether or not his girl friend ate some, but she probably did. *Pilau* was a common dish in Florida in those days. All I know for sure is what Dad told me. He did say that shortly after the feast, Uncle Bill and the brunette took a stroll through the deep, shadowy, cool woods and did not show up again until train time.

One of Florida's first rail excursions had General Grant's private car coupled behind on the Atlantic, Gulf & West Indies road for the run to Cedar Key, where Grant was to board a steamer for a Gulf cruise. When the train reached Cedar Key, the General walked up to the eight-wheeler, praised Engineer Feriara for his smooth, fast run, and gave him a box of the long cigars which Grant himself enjoyed.

The hogger placed them in his seat-box and sauntered over to the steamboat landing to see the distinguished man off. But other eyes had watched him hide the smokes. A Seminole Indian brave climbed into the engine cab, lit a cigar for himself, and passed out the prized box of "weeds" to all men who weren't afraid to puff them.

As a bluish haze of smoke curled above the crowd and while men with greenish faces were coughing, for the General's tobacco was very strong, Grant himself quietly watched, listened, and chuckled. He might not have found it so amusing had he known that one day he would die from throat cancer caused by many years of smoking his favorite black cigars.

This winds up my remarks on the subject of oldtime Sunday picnic trains. As I have said, almost anything could happen on those trains. I have often thought how much I would like to ride one of them again today—over the Indian Valley Line into the Big Rock Candy Mountains! On such a ride I wouldn't ask for very much. Just a pretty girl at my side, a well-stocked lunch basket, and my youth of fifty years ago. ●

ALONG THE IRON PIKE BY JOE EASLEY

FLOTO SELLS FLOTO
CIRCUS TRAIN ON AN INTERURBAN LINE, THE OLD SPOKANE & INLAND EMPIRE, NEAR SPOKANE, WASH., IN 1917. (Based on photo in C.W. Jernstrom collection 822 Pelham Dr, Fort Wayne, Ind.
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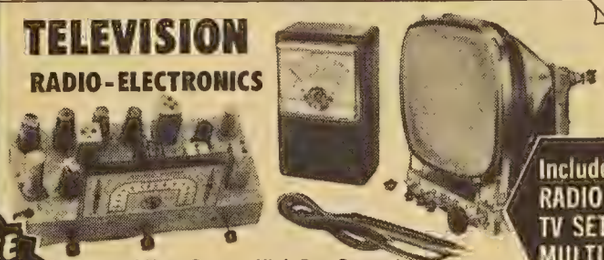

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ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1 (a) *Does the Pennsy have any steam power stored serviceable?* (b) *Did PRR sell any of its steam engines to other roads after it began to dieselize?*

(a) No. (b) Yes. In 1945 the Santa Fe bought Pennsy engines 4031, 4185, and 8191, all Class L1s. In '46 the Bellefonte Central got 3485, Class H9s. In '47 the Central Indiana acquired 7632, Class H6sb, and in '50 the Western Allegheny purchased 9920, Class H10s. All were used in freight service and finally were scrapped.

Bellefonte Central renumbered its Pennsy engine 20. "She served us well," recalls G. E. McClellan, Executive V.P., Treasurer and G.M., "and still had much useful service remaining in Aug. '53 when we dieselized and scrapped her, but there was no market for resale."

The CI renumbered its Pennsy engine 53. Mostly, she gave good service but had a bad habit of wanting to climb curves, according to Ike Duffy, President and G.M., and went to the junk pile in 1951. The WA renumbered its Pennsy engine 86 and scrapped her in June '58.

Adding to the above data from official sources, Elliott Kahn says the Pennsy sold several (not just one) 2-8-0's to WA, some Mikes to DT&I, 0-6-0's and 0-8-0's to Washington Terminal, and other locos to LIRR, PRSL, N&W, and Norfolk & Portsmouth Belt Line. PRR has several old steam engines stored at Northumberland, Pa., and the 4-4-0 type No. 1223 on display at Strasburg, Pa., but none are stored serviceable.

2 *Canadian Pacific's 1960 Annual Report lists 364 steam and 10 electric locomotives. Where are they used?*

Most of the 364 steam engines are held unserviceable, awaiting the blowtorch at Angus Shops, Montreal. None have been in regular service since July, 1960. The electrics operate on the Grand River and Lake Erie & Northern railways.

3 *An editorial in* Railroad Magazine *(Aug. '61) contains these words: "Could it be possible that GM used its vast economic power to 'persuade' certain steam railroads to dieselize, even though top motive power officials were convinced that steam was more efficient?" Name some of those officials.*

Don't be naive. Once a railroad company is committed to diesel operation, none of its officials will admit publicly that he favors steam power as opposed to diesels. But here is a quotation from a cautiously-written letter dated Feb. 5, 1953, which one of our readers (John J. Kupka, former Delaware & Hudson mechanical engineer) received from H. C. Wyatt, Vice President and General Manager of the Norfolk & Western:

"We regret that we cannot release any of the data compiled during tests of the diesel-electric locomotive on our line last year. Sufficient to say, while we are not allergic to the diesel locomotive, all information we have yet developed substantiates our belief in the high performance and low maintenance costs of the modern coal-burning steam locomotive."

4 *Supply details of train wreck at Long Branch, N.J., on night of Labor Day, 1901.*

Two Pennsy trains were returning empty from Jersey City on the New York & Long Branch line. The first section—engine 1651, Engr. Harry Burton—had failed to scoop water from the Branchport trough, so it stopped at Long Branch to take water from the plug. Before its flagman could get back to the train, the second section—engine 1017, Engr. Tom Lawler—crashed into the rear of the first section.

Harry Dickson, Pullman conductor, was asleep in the rear of his car. When the 1017 broke through, the back of his sofa folded over on him, making a human sandwich wedged under the smokebox. It was a hot berth, but he escaped unhurt. Nobody was injured.

5 *Where can I take an action shot of a Union Pacific "Big Boy"?*

You can't. The UP has replaced all of its 4000-Class articulated 4-8-8-4's with a unique breed of 8500-horsepower gas turbine-electric locomotives as well as by diesel-electric units. But you can photograph the Big Boy just installed at National Museum of Transport, St. Louis.

Since 1941 and '44, when Alco built 25 of them, the 4000's have been the world's largest single-unit locomotives. They were designed to wheel heavy fast freight over the Wasatch Mountains without the use of helper engines. Each is 132 feet long, with tender, weighs 1,200,000 pounds in working order, and rates 6290 horsepower with four cylinders. Top speed, 80 miles per hour. Top hp. is developed at about 30 mph.

6 *Does the Colorado & Southern have any steam locomotives left?*

Yes, Nos. 638 and 641, both 2-8-0's. The 641 is kept at Leadville and runs five days a week to Climax. No. 638, at Denver, is stand-by for her and is used only on special trips. All other C&S steamers were shipped last December to a Texas scrap firm, except four that could not be moved safely and were cut up at Denver.

7 (a) *Is any portion of the Burlington Route three-tracked?* (b) *Does the CB&Q own the tracks it uses between Chicago and St. Paul?*

(a) Yes, between Chicago and Aurora, Ill., which is part of both the Chicago-Denver and Chicago-St. Paul main line. About five miles of this stretch is four-tracked. (b) Yes, except for 12.39 miles from south of East Dubuque, Ill., to East Dubuque, which Illinois Central owns and over which CB&Q has trackage rights. Also, CB&Q has about 2/3 of a mile of passenger trackage rights at both Chicago and St. Paul union stations.

8 *Can you give dates for the scrapping of B&O steamers since 1957?*

Yes. The following engines were scrapped in 1958 from Jan. 1 to July 1:

0-8-0 Switchers: 801, 803, 804, 805, 810, 812, 817, 832, 833, 841, 847, 848, 850, 853, 856, 862, 854, 855, 861, 878, 857, 858, 859, 860, 863, 873, 874, 875, 880, 881, 883, 888, 828, 842.
2-8-2 Mikados: 304, 305, 312, 313, 314, 315, 319, 322, 326, 328, 329, 330, 331, 335, 337, 339, 340, 341, 342, 344, 345, 348, 349, 350, 354, 357, 359,

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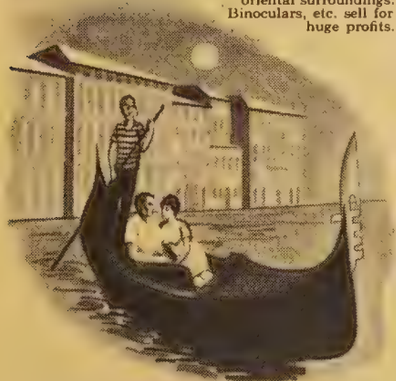

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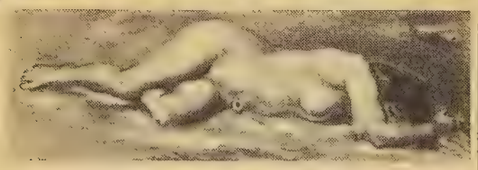

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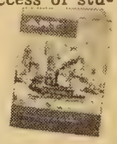

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2-10-2 Santa Fe's: 503, 505, 506, 521, 527, 528, 536.
4-3-2 Mountains: 719, 721, 711.
2-8-8-4 Articulateds: 655, 657, 658, 661.

Scrapped in '58, July 1 to Dec. 1:

0-8-0 Switchers: 825, 855, 867, 876, 889, 891, 892, 895, 896, 897, 901, 903.
2-8-2 Mikados: 306, 327, 332, 361, 363, 367, 383, 412, 416, 454, 465.
2-10-2 Santa Fe's: 511, 522, 526.
2-8-8-4 Articulateds: 656, 662, 669.

The following engines were scrapped in 1959 from June 1 to Sept. 30th:

0-8-0 Switchers: 800, 816, 819, 827, 843, 845, 846, 849, 852, 866, 868, 872, 885, 902, 904.
2-8-2 Mikados: 325, 371, 390, 405, 407, 417, 436, 476.
2-10-2 Santa Fe's: 500, 501, 512, 514, 523, 524, 526, 530, 532, 533.

The following went to the scrap pile in 1959 between June 1 and Sept. 30th:

0-8-0 Switchers: 865, 869, 879.
2-8-2 Mikados: 317, 352, 358, 362, 372, 389, 413, 418, 421, 423, 446, 455, 466, 477.
2-10-2 Santa Fe's: 515, 517, 519, 531, 535, 538.

These locomotives were scrapped from Oct. 1, 1959, to July 15, 1960:

4-8-2 Mountains: 700, 701, 702, 705, 708, 710, 712, 713, 714, 715, 716, 717, 718, 720, 722, 723, 724, 725, 727, 728, 730, 731, 732.
2-8-8-4 Articulateds: 650, 651, 653, 659, 660, 668, 671, 672, 673, 675, 677, 678, 679.

Scrapped in 1960, July 16th to Dec. 15th:

4-8-2 Mountains: 704, 726. 2-8-8-4 Articulateds: 665, 666, 670, 674, 676. (No. 676 was the last locomotive left on the B&O roster.)

9 *Which other railroads does the Pennsylvania own or control?*

It owns all of the Long Island's capital stock, over 99 percent of the Wabash's common stock, 62.12 percent of the Wabash's preferred stock, 81.52 percent of capital stock in the Detroit, Toledo & Ironton, 28.61 percent of Lehigh Valley's capital stock, and less than 50 percent of Norfolk & Western's capital stock.

Pennsy also controls the Baltimore & Eastern (100 percent), the PRSL (66.66 percent), the Waynesburg & Washington (100 percent), the Western Allegheny (100 percent), the Montour (50 percent), and the Ann Arbor, the NJI&I, the LE&Ft Wayne, and the Manistique & Lake Superior.

10 *Does the Seaboard Air Line have any steam engines on its roster?*

No. All were scrapped except oil-burning 1001, last SAL steamer in active service, built by Baldwin in 1936, which was donated to Ft. Lauderdale, Fla., for display in Holiday Park.

When SAL acquired all Gainesville Midland capital stock in 1959, it regained possession of six steam engines it had sold the Midland several years before. But instead of operating them, SAL gave them to cities and towns as lasting memorials of the Steam Age. It would be stretching a point to call them old Seaboard engines, inasmuch as the Midland used them for about the last ten years of their active service. We understand one engine was acquired by an Atlanta club for use on fantrips.

11 *A brief history, please, of the old Colorado Central.*

The CC's standard-gage portion was opened in 1870 as Colorado's third railroad between Golden and Denver. The narrow-gage segment west of Golden was begun in 1872, completed over the Georgetown Loop to Silver Plume in 1874, and the line to Central City in 1878. The Georgetown Loop was abandoned in 1939 by its last owner, Colorado & Southern, and the final narrow-gage road into Golden folded up in 1941. Prior to that time a third rail had been used from Golden into Denver. The Loop line had no switchback, but the route from Blackhawk to Central City had one. For these facts we thank Bob Richardson, proprietor of the Colorado Railroad Museum, Box 641, Golden, Colorado.

The only book now available which contains the history of the CC is *Supplement to DSP&P*, which may be had for $15 from Rocky Mountain RR. Club, Box 2391, Denver, Colorado.

12 *Do you have figures to show what automation is doing for the railroad industry?*

Yes, indeed. Take the Southern Railway, for example. The following data was assembled by a Pennsylvania Congressman, Elmer J. Holland, in a preliminary survey made by the House Committee on Education and Labor:

The Southern operates 6200 miles of line, is fully dieselized, and has four "push-button" freight yards, a centralized traffic control system, mechanized maintenance work, technology in its smallest repair shops, office automation, and an electrical computer for its programs accounting and statistical work.

In its first year of automation, the Southern saved $850,000. In the 11-year period from 1946 to 1957 its gross business rose 6 percent and its efficiency went up 116 percent. Its net railway operating profits jumped from $19.5 million to $40.4 million—100 percent gain! At the same time, the payroll was cut by the elimination of 22,000 jobs, the number of Southern employees falling from 40,000 in 1946 to 18,000 in 1958, a drop of 55 percent.

13 *Where is the highest altitude on the Baltimore & Ohio system?*

At Pickens, W. Va., on the Pickens branch, 2695 feet above sea level.

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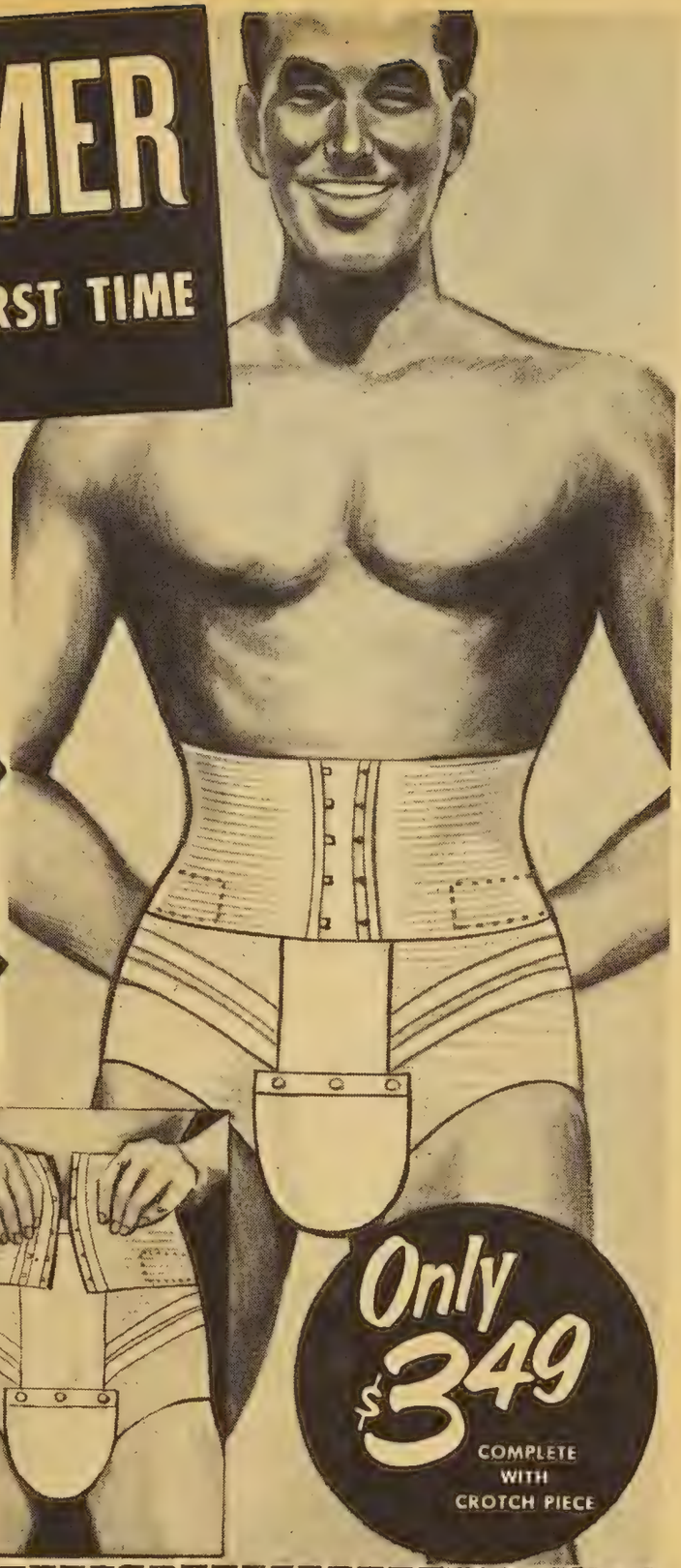

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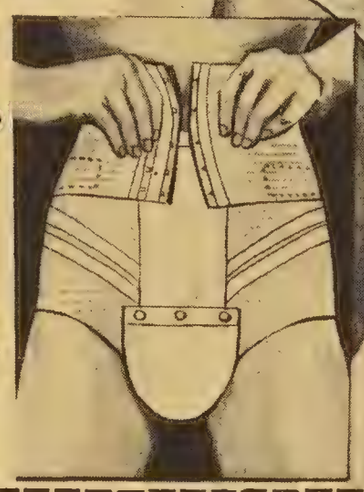

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14 *I have a brass key marked HP&FRR. What was it used for and on which railroad?*

Judging from the sketch you enclosed, it is a switch key from the old Hartford, Providence & Fishkill, now part of the New Haven. (Readers who can supply details on that road should address Charles Raymond, 1 Gilmore Ave., Cambridge, N.Y.)

15 *Does the Florida East Coast Railway own any steam locomotives?*

No. None are listed in Sy Reich's country-wide roster of steam power in our Feb. '61 issue. The last FEC steamer was scrapped or sold more than two years ago. No. 153 (4-6-2) belongs to the Miami Railroad Historical Society, P.O. Box 8033, Coral Gables, Fla., having been donated by U.S. Sugar Corp. Their members operate her on week-ends over 3½ miles of track located on University of Miami's south campus.

16 *Where can I find a list of Lackawanna engines in the days when they were named as well as numbered?*

Brother, that's a tall order! At first we didn't think we could make it. Then we learned about an 84-year-old Lackawanna veteran, Harry E. Patton, 167 Maplewood Ave., Maplewood, N.J., whose father had pulled passenger trains on the same road. We queried Mr. Patton and he sent us the list. He recalls firing some of these engines. He says the D&LW began taking the names off in the early 1890's.

Nos. 145-187 on the Scranton Division had no names. On the M&E Division, Nos. 116-128 had no names. No. 23, *Easton-Sterling,* was named *Sterling.* No. 64, *A. Reasoner,* was originally named *Weehawken.* No. 77, *Weehawken,* was originally named *A. Reasoner.* No. 99, *William Buchanan,* was originally named *Lawrence Turner.* It would be interesting to know why the changes were made. Here is the list:

SCRANTON DIVISION

1—Joseph Slocum
2—Ithaca
3—Abington
4—Constitution
5—Buffalo
6—Niagara
7—Wm. E. Dodge
8—Ontario
9—Capouse
10—Keystone
11—Anthracite
12—Garrett Bogert
13—Lackawanna
14—Tobyhanna
15—W. H. Christman
16—Carbon
17—Lehigh
18—Samson
19—Wilkes-Barre
20—Hampton
21—Hercules
22—Moosic
23—Kitatinny
24—Delaware
25—Lawrence Turner
26—Analomink
27—Mehorpany
28—Pennsylvania
29—Aquanshieola
30—Minnesink
31—Indiana
32—Drake Mills
33—Pohatcong
34—Pocono
35—Ohio
36—General Grant
37—California
38—Oakland
39—Illinois
40—Meshopen
41—Nay Aug
42—George Buckley
43—Ira Tripp
44—Wyalsing
45—Choconut
46—C. H. Marshall
47—Robert McKenna
48—Fred H. Gibbons
49—Fred F. Chambers
50—R. G. Ralston
51—Frugality
52—Water Gap
53—Roaring Brook
54—Wind Gap
55—No Name
56—James Brown
57—Samuel Sloan
58—Investigator
59—Decision
60—Col. Scranton
61—Stroudsburg
62—Thomas Thatcher
63—Monoconock
64—C. R. Roberts
65—W. S. Wetmore
66—John Brisbin
67—General Sherman
68—John E. Williams
69—John I. Blair
70—General Sheridan
71—George N. Maxie
72—Montrose
73—Southport
74—Henry Young
75—Union
76—S. B. Chittenden
77—R. R. Graves
78—Charles Danforth
79—J. J. Allbright
80—Daniel S. Dickinson
81—L. Hollbrook
82—Watts Cooke
83—Percy R. Pyne
84—George Bliss
85—A. J. Odell
86—James Archibald
87—Hyde Park
88—Moses Taylor
89—B. H. Throop
90—Edward Minturn
91—J. H. Scranton
92—Gov. Curtin
93—Gov. Geary
94—Gov. Packer
95—Gen. Kearney
96—Gen. Meade
97—Gen. Burnside
98—Continental
99—Diamond
100—Ajax
101—Vulcan
102—New York
103—Isaac Bell
104—J. J. Astor
105—George F. Tallman
106—Moses H. Grinnell
107—P. H. Vandervoort
108—Robert S. Hone
109—Hector
110—Denning Dues
111—Susquehanna
112—G. W. B. Cushion
113—W. R. Storrs
114—Oswego
115—Binghamton
116—E. R. Helden
117—Pequest
118—James Blair
119—Wm. B. Phelps
120—J. C. Platt
121—Wm. W. Phelps
122—Milo
123—Daniel James
124—Achilles
125—Oxford
126—Bellevue
127—Thomas Dickson
128—John Stewart
129—City Bank
130—Goliah
131—William Henry
132—Moscow
133—Portland
134—Walter Dawson
135—Wm. F. Hallstead
136—Trazon
137—Jason
138—Hannibal
139—Archimedes
140—Nicholson
141—Factoryville
142—Dalton
143—Sprague ville
144—Bridgeville
188—William Sloan
189—G. M. Hallstead

MORRIS & ESSEX DIVISION

1—Orange
2—Dover
3—Millburn
4—Rockaway
5—Warren
6—Essex
7—Chatham
8—Delaware
9—Passaic
10—Pequest
11—Montrose
12—Pohatcong
13—Newark
14—Hoboken
15—Lehigh
16—Stanhope
17—Hackensack
18—E. S. Auchincloss
19—Pompton
20—Phillipsburg
21—Watsessing
22—Boonton
23—Easton-Sterling
24—Madison
25—Morris
26—Sussex
27—Waterloo
28—New Jersey
29—Senacawanna
30—Loantaka
31—Summit
32—Washington
33—Wallkill
34—Raritan
35—Paulinskill
36—Pequannock
37—Roseville
38—Ringwood
39—Hudson
40—Musconnectcong
41—Verona
42—Ida
43—Eva
44—Ella
45—May
46—Syngac
47—Mansfield
48—Franklin
49—Greenwich
50—Union
51—Jennie
52—Chester
53—Broadway
54—Montclair
55—Independence
56—Dynamis
57—Bloomfield
58—Economy
59—Denville
60—Troy
61—Caldwell
62—Paterson
63—Little Falls
64—A. Reasoner
65—Port Oram
66—Atlantic
67—Waywayanda
68—Watchung
69—New York
70—B. G. Clarke
71—New Providence
72—Bergen
73—Sucassunna
74—Grace
75—Secaucus
76—Sam Schock
77—Wechawken
78—Joe Scranton
79—L. F. Tronson
80—Berkshire
81—Papakating
82—Speedwell
83—Delawanna
84—Kingsland
85—Sam Sloan
86—Harrison
87—J. J. Phelps
88—Vulcan
89—J. V. Onativia
90—Charles E. Carroll
91—W. H. Lewis
92—William E. Dodge
93—Percy R. Pyne
94—Totowa
95—Willie Sloan
96—Morristown
97—Pavonia
98—Whippany
99—William Buchanan
100—Centennial
101—Oxford
102—Franklin B. Gowen
103—Fairfield Osborn
104—Harry W. Bebee
105—Samuel Hoyt
106—Moses Taylor
107—W. W. Phelps
108—R. G. Rolston
109—Charles Danforth
110—John Cooke
111—Edith
112—Robert E. Lee
113—No Name
115—F. J. Griffth
114—S. Griffith
129—S. S. Auchingloss

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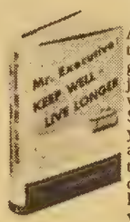

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Running Extra

"Where can I get a picture of the train or type of train or type of train that carried U.S. 5th Cavalry troops (without their horses) from North Platte, Neb., to Oakland, Calif., in November, 1871?" asks Edgar Sliney, 770 Pine Lane, San Rafael, Calif.

Wanted by Dudley DeBolt, Jr., R.D. 2, West Liverpool, Ohio: plans and builders' photos of locomotives and passenger equipment built by Alco and Pullman for the Hocking Valley Ry. between 1890 and 1930.

"While friends and I were cleaning an old house in Toronto," writes Cecil Johnston, 8 Elhurst Court, Toronto, Canada, "we found a collection of perfectly-built flatcars in one-twelfth scale, also a testing car, equipment, and tracks. Some cars have the normal rigid axles but most of them have a slip connection in the middle that acts as a differential. We also found several axles up to one foot long with cutaway sections showing the construction. The axles were patented 1908, '09, '10, and '11. A book by B. R. Seabrook describes them, listing two firms: Differential Axles Ltd., Toronto, and Western Engineering Co., Los Angeles. Who can tell me whether or not full-sized trains were ever equipped with such axles?"

"Recently I got a distant glimpse of a small odd piece of equipment rolling eastward on the Missouri Pacific main line near the Kansas-Colorado border," writes Dale Bell, Box 36, Fort Dodge, Kan. "It vaguely resembled a tractor with rubber tires. What do you think it could have been?"

"I want a brief history of Red River Lumber Co. of Chester, Calif., and its roster of electrified equipment," writes W. P. Donaldson, Jr., 7525 Wentwood Drive, Dallas 25, Texas.

Information on "Alley Popper" RR. between Philipsburg and Fernwood, Pa., is sought by John Grazier, 25 S. 4th St., Lewisburg, Pa.

Three railroaders, Clarence, Virgil, and Lloyd Phillips, are being sought by their brother, Ernest Phillips, Box 441, Conway, S.C., who hasn't seen them in over 30 years.

Wanted by Tom Mullahey, 933 Centre St., Mahanoy City, Pa., brief histories of the Housatonic RR., from which he has a switch lock, and Lehigh & Susquehanna.

"Who can give me information on the heralds of the St. Louis, Iron Mountain & Southern and its predecessor,

the StL&IM?" writes W. Bernard Randolph, 1605 Skyline Dr., North Little Rock, Ark. "Also, where did the Iron Mountain road go? I asked the Missouri Pacific public relations staff at St. Louis but it was no help."

"I have some photos of 4-4-0's taken in this area around 1900," writes Chas. McGill, 34 Ivernia Rd., Worcester, Mass. "Who can supply information on such engines?"

"Is there a book that tells about the development of railroads in New York City, including els and subways?" asks Alick Draper, 3650 Mountain St., Montreal, Canada. (We don't know of any.)

Brief history of Lehigh Navigation & Coal Co. is wanted by Thomas Hychalk, 58 W. Maple Ave., Morrisville, Pa.

Additions to our list of American-made railroad feature movies (June issue) were submitted by Chris Dutlefsen, 707 N. Stoneman Ave., Alhambra, Calif.: *Ticket to Tomahawk, Chartroose Caboose, Night Freight, Carson City, Kansas Pacific, Rails into Laramie, Wyoming Mail, Santa Fe, Omaha Trail,* and *Train to Tombstone,* all sound pictures, some in color. Along the b&w silent films were *The General,* with Buster Keaton, and *Overland Limited.*

A long list of railroad movies for sale or rent (some free, others for a fee) may be found in the 63-page *Railroad Film Directory* compiled by Association of American Railroads, Transportation Bldg., Washington 6, D.C.

This comment comes from P. Hervey Angier (SP engineer), 143 Roselawn Pl., Los Angeles: "When I was a boy living at San Antonio, just before I went railroading on the GH&SA, I took in a serialized railroad-signal-operation movie, *The Girl and the Game.*"

After moving to California, Hervey happened to be strolling along the Union Pacific's Pasadena branch when he passed a station called Signal, just back of Sycamore Grove. "It was a realistic movie set," he recalls, "partly open to let sunlight in for photography. Along the right-of-way I saw phony boxcars made of thick cardboard and I recognized the old setup as having been used to film *The Girl and the Game.*

"Years later, at the same spot, I watched movie cameramen shoot a railroad sequence for *The Beautiful and the Damned.* The first six hours of work proved fruitless, the cameras being out of focus. Then six hours were spent in retakes. One scene showed a pretty girl falling into a track hole in a wind and rain storm. Before it was over, she got real wet." ●

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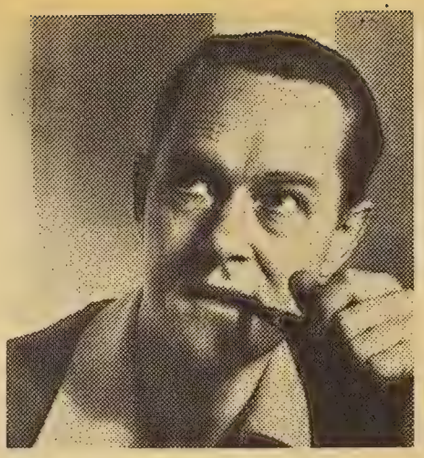

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Steve Maguire's TRANSIT TOPICS

IRONIC footnote to the abandonment of the last interurban west of Chicago, the Los Angeles-Long Beach line of the L. A. Transit Authority on April 9th: The Public Utilities Commission of California had just ordered the Pacific Electric, which owned the tracks used by that line, to resume service. But the reprieve came too late. PE had already sold the cars to LAMTA, which could not be forced to run them. Besides, the Authority had pulled a sly trick by conveniently scheduling the abandonment on the very day when bids on union jobs were to take effect. Thus, LAMTA was able to claim that they could not possibly make any last-minute changes!

Steve Maguire

SAN FRANCISCO seems to be facing its transit situation more intelligently. There, a sincere, alert Bay Area Rapid Transit District is proposing a high-speed system that would radiate out of the big city to the counties of Alameda, Contra Costa, Marin, and San Francisco, with 120 miles of track, costing about $1,025,000,000. Most of the proposed rail routes would duplicate the famous interurban lines of years ago, some of which gave up without ever attaining direct rail service into San Francisco.

The new system would utilize the lower deck of Golden Gate Bridge for entry into Marin Country and would run near the old Napa Valley route to Santa Venetia. Three other routes to the Bay area would run through a new Transbay tunnel to Richmond, Concord, and Fremont. An additional route would go south down the peninsula to Palo Alto. All routes would be on open right-of-way, except for subway operation in downtown areas.

BACK in July '48 this magazine carried our story on "Twilight of the Interurbans." Its title has since proven to be truer than we had thought at the time. With abandonment of Long Beach service in California, only two interurbans are left in North America: the North Shore Line and the South Shore Line, both running out of Chicago. Although these two lines come close to what interurbans used to be in their palmy days, both have almost been upgraded to first-class electric railroads.

Single-car fantrip: Lehigh Valley Chapter, NRHS, with No. 834, one of several Reading cars renovated for the Philadelphia "Operation Northwest" service.

Steve Maguire, 1411 River Rd., Belmar, N.J.

The North Shore Line is in a critical condition. It claims terrific losses, requests wage cuts and fare rises, and even asks permission to abandon all of its rail service immediately! The Illinois State Legislature is calling for an investigation into the financial affairs of this line and its parent, the Susquehanna Corp., which is alleged to have taken one million dollars from the interurban company a few years ago and then loaned it back to them at interest.

Chicago Transit Authority also wants to get into the act. CTA suggests that the Legislature set up a program whereby, among other improvements, the Authority be allowed to take over the North Shore's interurban operations in Illinois and at the same time resume service on the tracks of the Chicago, Aurora & Elgin, which abandoned passenger traffic more than five years ago.

According to Eugene Van Dusen, 1631 E. Calvert St., South Bend, Ind., the South Shore Line is finding it so hard to get replacement parts from General Electric and Westinghouse that the company may scrap their shorter passenger cars for parts, replacing them with New Haven electric MU's. If this were done, the South Shore would have a total of about 40 long passenger cars.

ONLY two other North American traction lines come even close to interurban-type operation: Pittsburgh Rys. and Philadelphia Suburban Transportation Co. The Pittsburgh setup covers several miles of former interurban lines, using PCC's converted for interurban service with pilots, whistles, and special headlights. PSTC operates four rail routes out of the 69th Street Terminal, Upper Darby, Pa., just beyond city line. Since this is the only

regular service in the East which still uses trolleys of the pre-PCC era, it has become a Mecca for juice fans. There you can see, photograph, ride, and even charter trolley cars.

PSTC continues to operate *rail cars* (that's what they call trolleys) because the area served by this once-interurban line is high-class suburban. The line has surface routes to Ardmore, Media, and Sharon Hill as well as the high-speed electric service instituted by Dr. Conway on private right-of-way by third-rail to Norristown. The latter has little resemblance to old interurbans.

The three surface routes have more diverse types of equipment than those of any other rapid-transit line. Operating over street trackage, private right-of-way, trestles, etc., they provide interurban-type service, with cars to match. For years PSTC would not allow any fan trips in cars unavailable for service out of 69th Street, where they kept their 1949 St. Louis streamliners and the last cars built by Brill (1941) and a few 1931 Brill lightweight cars.

Last winter, PSTC had to take that lightweight equipment out of service because of excessive snowfall and use old center-door interurban cars dating back to the 1920's, since only the latter could buck heavy drifts. Your *Transit Topics* editor contacted the company and finally arranged for chartered trips in the center-door cars on Sundays and holidays.

Since then, many center-door fan trips have been scheduled over PSTC. And it became surprisingly clear to us why PSTC still operates at all. The residents of that residential suburban area have resisted the building of through highways, and the local roads are hopelessly inadequate for automobile traffic. Driving an automobile from 69th Street to Media, for example, takes twice as long as riding a PSTC car over that same route. And so PSTC management still operates by rail.

REMEMBER that item we printed about E. J. Quinby discovering a 3-mile TVA trolley line at Hale's Bar near Chattanooga while cruising along the Tennessee River in his palatial old steamboat Delta Queen? At that time, you recall, Quinby arranged for the passengers on his boat to tour the electric line.

Now Dr. Bernard K. Alpert of Newark, N.J., and Washington, D.C., sends us information about the line, which was built originally to move equipment to the site of the hydro plant during its construction between 1908 and 1913. At first a steam locomotive powered the line, but in 1923 an electric locomotive was bought to haul freight from an interchange with the Louisville & Nashville and a trolley car was ac-

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quired to bring employees to and from the plant. That ended long ago.

A new trolley line has been built in Switzerland for the same reason as the Hale's Bar line of TVA. The story is told in the April issue of *Modern Tramway*, monthly publication of the Light Railway Transport League, 245 Cricklewood Broadway, London, N.W. 2, England.

High in the Glarus Mountains, some 50 miles south of Zurich, a hydro-electric power station is under construction. For transporting employees and freight to the site from the vicinity of Linthal, more than two miles of track was laid in a tunnel through the mountain. Eleven Zurich single-truck trolley cars were bought and were lifted to the new location on a giant aerial cable.

CONTROVERSIAL is the word for the proposed extension of the Chicago Transit Authority line west and northwest along the median strip of the Northwest Expressway to Cumberland Avenue and eventually to O'Hare International Airport. The argument is based on the fact that the line would compete with C&NW suburban service.

A. Harris, 5926 S. Eggleston, Chicago, says the C&NW is unfair in opposing the new transit line because last year they put an ad in local newspapers claiming it was unprofitable for them to keep stations located in the Chicago area open and suggesting the CTA take over the service.

CTA and C&NW have joined in financing an independent engineering study of transportation needs in northwestern Chicago. Each company pays half of the estimated $100,000 cost.

At the same time, CTA is backing proposals to the Illinois General Assembly that would enable the line to modernize its facilities, including the purchase of new cars to replace the older elevated cars and to provide signalling on the whole system. Even more important, the proposal would enable CTA to get funds to operate the North Shore Line in Illinois and resume passenger service on the CA&E.

Last April, CTA initiated one-man, single-car operation on the Evanston El, with 12 new units replacing the old cars. The new equipment's speed has cut from 10 to 6 minutes the intervals between cars on this route between Howard Street and Evanston.

HOW many oldtimers recall when Tom L. Johnson was campaigning for mayor with a pledge to give Cleveland a 3-cent trolley fare? That was in 1906, the year of *Railroad Magazine's* birth. Harry Christiansen of Cleveland tells us about it. Johnson was a traction magnate. To promote his political ambition, he ran three car routes along his Forest City Traction Co. lines and

Ex-Shaker Hts. car 17, rebuilt as a line car, No. 024, Cleveland Rapid Transit System, used on a Cleveland Railroad Club excursion that was held recently.
Bill Vigrass, Lakewood, Ohio

bought 100 trolleys, underlining his campaign issue by numbering them all in the 3300 series. Nos. 3300-3324 were open trailers from Nassau Electric in Brooklyn, N.Y.; 3325-3349 were Stephenson semi-convertibles, and 3350-3399 were St. Louis closed cars. Johnson won the election. Forest City Traction was renamed Municipal Traction Co., and as such operated until 1910, when the new Cleveland Ry. system took over. The open trailers went to the junk pile. The other 3300's, renumbered 925 to 999 and were not scrapped until 1931.

Recently, the Cleveland Transit System completed rebuilding ex-Shaker Heights car 17 (originally a Cleveland city car) to line car 024, reports Bill Vigrass, 1494 Cohasset, Lakewood, O.

ABOUT 25 years ago, according to Harry Christiansen, several retired old trolleys were set out at Sage's Grove, east of Huron, Ohio, along the Lake Shore Electric Ry. line, for Toledo Edison employees to use as summer cottages. These cars have remained there ever since, although the motors were removed for scrap metal. They include Community Traction Company's private car Toledo, four Sandusky & Interurban cars, Lorain city cars 95-99, and LSE 118, 119, 121, 122, and a freight motor. Now, Toledo Edison has sold the land on which they stand and the cars will have to go.

LAST winter's snow and ice have caused some electric lines to change their policies. From Ted Taetsch of Lakewood, Ohio, comes word that CTS had to shut down temporarily during a sleet storm because of trouble with pantographs. As a result, the company is toying with the idea of eventually converting to third-rail. Maybe they haven't heard of the Long Island Rail Road's problems with third-rail service in heavy snows.

At Washington, D.C., the winter's snow, with an unusual combination of freezing and melting, tied up many of the conduit lines. Salt used on the streets added to problems when it seeped into the conduits. So bad was the situation that D.C. Transit decided

that it didn't want to operate streetcars any longer and set a tentative date to abandon the system next January 7th.

GLUM news from Tokyo: The Metropolitan Transit Bureau, largest tramway operation in the Far East, is planning to convert its entire 213-mile system to buses very soon. More than 1100 trolleys serve the municipally-operated system in downtown and suburban Tokyo. Reason for the change is traffic congestion. The downtown traffic islands cause much of the jam.

CORRECTION: Thomas Walsh, who supplied a photo of a Veracruz open car for June *Railroad*, mistakenly labeled it a Birney. Doubtless the enclosed front end fooled him.

New Electric Publications

Cassier's Magazine, electric railway number (Aug. '99), 280-page history of traction field with articles by experts, including Frank J. Sprague, has been reproduced in full by Light Railway Transport League, 245 Cricklewood Broadway, London, N.W. 2, England. Covering electric railway history in U.S. and foreign countries, this profusely-illustrated bound volume is a valuable addition to any traction library. Available in very limited edition, 50 shillings. International Money Order sold at any post office. Otherwise, $7.15.

Rochester, Syracuse & Eastern, 190-page illustrated history of a New York State interurban line, by James McFarlane and Wm. R. Gordon, is available in 8½x11" at $3.40. Many excellent photos, but the text has been cut up into disconnected short sections, making reading a bit difficult. This is the story of an 88-mile, double tracked line, built to such high standards that it never got out of the deficit brought on by its original costly construction, though it ran for 25 years. Contact Wm. R. Gordon, 811 Garson Ave., Rochester 9, N.Y.

East Shore & Suburban Ry., by Earle C. Hanson, is 34-page history of Richmond, Calif., trolley lines, 8½x11", with superb photos, a roster, a map in color, and a colored cover, published by *Pacific Railway Journal*, Box 91, San Marino, Calif., $3.

Pacific Railway Journal is selling beautiful 1962 calendars, one featuring steam views, the other choice shots of interurbans, each 8x11", $1.50, both $2.75.

The same magazine's popular *Pacific Electric* book of 1960, which sold out soon after it appeared, has been reprinted in answer to many requests. It contains rare PE photos. A 33-rpm. sound record of PE cars on recently-abandoned Long Beach line sells at $1.25; PE book $3.75; both $4.75.

Bay State Street Ry. Trolley Freight & Express Operations, by the indefatigable O. R. Cummings, was featured in *Transportation*, Aug. '61. This line later became Eastern Mass. Street Ry. The 12-page story includes roster, photos, and 1960 list of North American electric lines. Roger Borrup sells it at 50¢. Address: Warehouse Point, Conn.

Phoenix (Ariz). *Street Ry.*, 20-page history, was featured in *The Western Railroader*, Feb. '61. This lively little monthly sells at a mere $1 for 10 issues. P.O. Box 668, San Mateo, Calif. Included are interesting old photos, maps, rosters. For individual copies contact same address.

Barto Takes the Subway, delightful narrative for 6 to 9 age group, by Barbara Brenner, photos by Sy Katzoff, tells how a young Puerto Rican and his sister were thrilled by their first ride on New York's underground. Bound in soil-resistant washable cloth, side-sewn, reinforced 7¾x9". Alfred A. Knopf, Inc., 501 Madison Ave., New York City, $2.50. A book that will help to turn your small fry into juice fans.

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The Hard Way

fiction story by "HAYWIRE MAC"

BOOMERS used to say that if the time ever came when there were no more jobs open in Chicago there wouldn't be any jobs anywhere else. For me that time had come.

I wasn't quite as low as "Toothless" Mooney, the guy I'll tell you about later on, but I was down to my last ten-spot of a sizeable stake garnered in the wheat country. That stake had come from a couple of months braking for the Jim Hill Road and hustling the harvest stiffs for 'bo money, where "Dollar a division" was the rule.

It was a panic year in the "Teddy" Roosevelt administration. Late that summer I had arrived in the Windy City, fatter than a Christmas goose, financially speaking. Since I aimed to winter in the big town, I wanted to be sure of enough wardrobe to keep me dry and warm after the harvest stake had gone the way of all boomer bankrolls. So even before I tilted my first drink, I prudently bought me a slicker, rubber boots, heavy-soled shoes, winter underwear, a Scotch cap, "hand-shoes" (buckskin mittens), and other working gear.

In mid-November I got down to that one sawbuck and started looking for an "office," meaning a job. The 1907 depression had cast a black shadow over the land. Jobs were getting scarcer than sweet-scented fertilizer.

Then as now, Chicago was served by more railroads than any other city on this or any other continent. Aside from the trunk systems and belt lines, a lot of industrial outfits had their own switching engines and hired their own crews. I believe the Chicago area boasted forty-seven roads and firms using switchmen. I haven't checked on this figure but I recall that in those days there were scores of "one-town boomers," fellows who didn't work anywhere very long and never west of Aurora, Illinois, nor east of Gary, Indiana.

At first I spent a few hopeless days in making the rounds of the big systems. Some were letting men go with "reduction of force" letters, while absolutely none of the roads needed help. Then somebody told me about the United States Steel Corporation at Gary and gave me the address of their Chicago office. So I went there.

"Yes," the clerk said, "there's a job at Gary, and here's an application."

To a boomer who'd been used to sweating over the voluminous sheets used by railroads, the U.S. Steel document was a cinch. The applicant could list all jobs he'd had within the five years preceding, but I knew the corporation didn't give a hoot about where you had worked.

There was a medical examiner, too. I exhibited my hands, presumably to show that I still had 'em; I trotted around the room, which would have eliminated any gent wtih a cork leg, and the doc glanced at my eyes. He didn't test my eyes, just counted them. Apparently finding that I had the customary two, he okayed me.

Going back to the clerk, I handed in my application and immediately received a slip to be given to the general yardmaster at Gary.

Hightailing it to my hotel, I crammed my wardrobe into a cheap telescope, snatched a feed, and grabbed a Lake Shore accommodation for Gary. I sprung my "stinger"* receipts on the conductor, but he wasn't hauling anybody for free, and that's when I busted my last lonesome ten-spot. I lit in Gary with exactly nine dollars and sixty cents.

THE TRAIN snorted away to the eastward and left me on the depot platform, wishing I had saved my earnings from the Great Northern. A Lake Michigan zephyr was howling in from the north and there wasn't enough of Gary to break its force. The city had a few two- and three-story frame buildings, located on what would be the corners when they got around to paving streets, besides a lot of long barracks-like structures that were strictly temporary and looked it.

Toward the lake, across a mile or so

*** A stinger was a member of the Brotherhood of Railroad Trainmen, so called because of the large initial B (bee) on the union's emblem. Receipts proved you had paid your dues.**

of sand dunes, loomed the vast steel plant. Towering smokestacks pointed toward the bleak sky but the wind whipped away their sooty plumes. That same wind blended the clamor of machinery, the bellowing of hot steel, and the barking of hard-worked switch engines into an elemental roar that was indescribably savage and menacing.

My interview with the general yardmaster was short, less than one minute in duration. He accepted my ticket, copied my name in a book, directed me to the company boarding-house, and said, "If you report for work you'll hit a foot-board at six tonight."

The hashery was located in a rambling frame shack like the ones I had seen nearer the depot. Similar buildings in the row, I discovered later, were flophouses. A bored old gaffer at the cashier's desk in the beanery entered my name for pie-card and passed me along to the crumb boss, another disinterested ancient, who piloted me to Dormitory 2.

I entered a big, dingey room which boasted a huge, pot-bellied stove, a flock of battered chairs, three or four tables, and some sand-filled chewing-tobacco boxes that evidently served as spittoons. Across the room loomed the entrance to a tunnel-like hall that ran clear to the washroom at the far end. Lining this esplanade on either side were the doors of the cells, or cubicles, from which emerged a few yawning and cursing railroaders. The joint looked and smelled like a hobo flophouse.

"It ain't the Edgewater Beach," said the crumb boss with a weak attempt at humor.

"How right you are!" I moaned.

More and more men stumbled out of the cells and headed for the washroom or the drab lounging room where I had planted myself. I was looking for a familiar face.

Sure enough, along came a fellow whom I had last seen on the footboard of an Espee goat in Oakland, California. He was a tough little Canuck named Harry Butcher, but I didn't use any name when hailing him nor did he greet me as "Mac." Instead, we shook hands and then backed into a couple of chairs out of earshot and we compared notes.

"My name on the board there is Harry Miller," he stated. "What are you usin'?"

"Same old monicker," I told him. "What's the setup, Miller? And what the hell is wrong with this job? The ale hounds along the levee claim that everybody comes out here but nobody stays."

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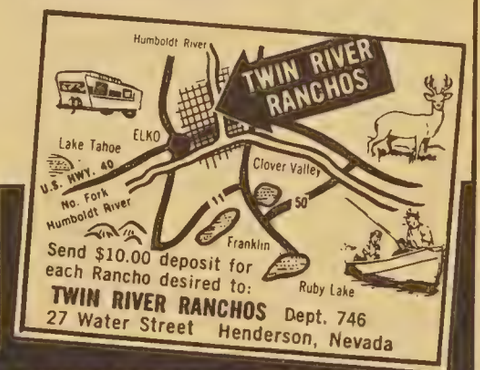

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"Ain't such a bad job." My freind ran his tongue along the paper of a Bull Durham lung sausage. "The gimmick is, we get paid every two weeks but there's a two-week holdback. You work four weeks before you draw a nickel, then you drag what's left of two weeks' pay minus four weeks' board."

I whistled in dismay.

"And that ain't all," Miller explained. "You sign for board and room, nothin' else. Your pie-card can't get you a plug of chewin' tobacco nor a sack of Durham. You can't even get shoes, arctics, mitts, or enough change to spring your laundry—unless you quit and drag it all."

I SIGHED. "Mebbe I have clothes enough and dough enough to ride it out here for six weeks."

"You can move right into the room with me." Miller grabbed my bulging telescope and led the way to Number 7. "The other guy lasted two days. They come and they go. First night on the job you'll pull pins. Next night you're the field man; and the third night, if you're still here, you're the engine foreman."

And that's how it worked out. Within a week I was engine foreman in the receiving yard. I wasn't a bad car hand, the night yardmaster was helpful, and most of the helpers were competent. But I had at least one new man every night. Sometimes both helpers were showing up for the first time; they had to be told the numbers of the tracks, and didn't know where to take the engine for fuel or water.

Hoggers and firemen changed almost as often. The downtown office wasn't fussy. A dinky-skinner off some construction job had as good a chance as an ex-passenger engineer, maybe better. But it was a bit disconcerting, after a motive-power man had repeatedly failed to come through with proper response to wicked kick signals, to find that the plug-puller of the evening had served his apprenticeship spotting dump cars for a steam shovel.

Lest you get the impression that ours was the only locomotive crew, I hasten to add that eleven standard-gage goats worked there day and night, plus a flock of saddle-tank dinkies, both standard and narrow gage. They operated all over the giant plant which, at the time, was the world's biggest.

Standard- and narrow-gage tracks wound around, between, and through the various mills and buildings. Considering the way switchmen and enginemen came and went, you wondered how the hell anybody ever got any cars to the designated spot at all, never mind getting them there on time.

The whole layout was more than screwy. The laborers worked twelve hours per day, seven days per week. Making steel was a tough racket.

The rollers, puddlers, heaters, and so on were mostly Welsh, English or native Americans, but the horde of laborers included Poles, Czechs, Slovaks, Magyars, Croats, Rumanians, and Russians.

For the most part these men were illiterate peasants, speaking no English, not even able to read or write their native languages. They had never encountered a piece of machinery more complicated than a wheelbarrow or a manure cart. They were herded through their daily toil by bosses whose speech was unknown to them and, needless to say, they were slaughtered in grim numbers. I don't believe that a single day passed without the killing or maiming of at least two or three of them.

Yet replacements were always at the gates. Every liner that docked in New York from a European port brought a fresh cargo of them. When you consider that they were lured across the ocean and into an alien land by the fabulous wage of 17½ to 25 cents per hour, you wonder about the countries they fled from.

All of which brings me to Toothless Mooney. This gent was a pretty fair car hand who had been turned into a boomer by the American Railway Union strike of 1894. "The Debs Rebellion," brass collars called it. Mooney had worked in Toledo, Cincinnati, Cleveland, Pittsburgh, Buffalo, and other points in the territory bounded by the Alleghanies and the Mississippi. Between jobs he frequented the barrel-houses and soaked up quantities of mixed ale and third-rail whiskey.

As the years rolled along, Mooney's intervals of gainful employment became shorter, the barrel-house sessions grew longer. It was my bad luck to draw him as a helper.

THE TOOTHLESS ONE had no overcoat and no cap to protect his ears. He had no gloves nor mittens, no arctic overshoes and no chewing tobacco. As he hadn't a molar in his head, yet his greeting to me was, "How's your chewing tobacco?"

I inscribed his monicker on the time slip, rustled a lamp for him, and told Mooney he'd officiate as pin-puller in the ensuing festivities. The other helper

was a veteran of two nights in Gary, so I didn't foresee any trouble in getting the jobs done—nor did I have any.

Before we started switching that night, Mooney paid a visit to the switch shanty. We parked the galloper, and a hurried search of the shack turned up a couple of pairs of wornout, ten-cent, cotton gloves. No two of them had ever belonged together and the palms of all were in shreds. By turning back to palm and doubling up, Mooney managed to get a combination out of them that would probably keep his hands from freezing.

Next he hauled off his shoes and disclosed the fact that a round hole, about the size of a silver dollar, adorned the middle of each sole. Mooney got together some cardboard switch lists, carved them into insoles with a pocket knife borrowed from the other helper, and hauled his footgear back over his ragged socks.

Then he said, "I'm ready to hit the ball."

"Listen, rumpot," I cracked, "why the hell don't you curl up in the shanty here and snooze till morning? I'll give you a full night on the time slip and you can drag $3.96 at the office where you hired out. And you'll have it before noon tomorrow."

"Not by a damsight!" Mooney would have gritted his teeth if he had had any. "I came out here to make a stake and I don't quit under thirty days. I can't be a bum all my life, can I?"

There was no answer to that one, so we went to work. We had a busy session. Now and then the job was good for a couple hours of "spot," or time to loaf, but we didn't get any that night. The only pauses, aside from the supper hour, were the occasions when Mooney handed me a "washout" and ducked into the shanty to stick new half-soles in his shoes. I willingly gave him time enough to thaw out.

Although his tail feathers dragged slightly, Mooney was still game and chipper when the day crew took over at six a.m. After eating breakfast he hiked clear over to Gary and returned two hours later with a pocketful of cigar butts. Then he rolled into the hay, weary but triumphant.

When he crawled out again, about four p.m., I really pitied him. His booze-soaked carcass was literally yelling for whiskey and he shook like an aspen leaf. In fact, he couldn't get a cup of coffee to his face with both hands without spilling it. I thought of the long twelve-hour shift ahead and again I begged him to quit. He damned me up one side and down the other. He announced once more that he had set his stakes at thirty days and would stick it out or die trying. I admired the old scarecrow's guts and wished him luck.

HIS LIFE must have been hell for the first few days. He was determined to climb on the wagon but, after practically living on the stuff for years, the reformation had to be a gradual process. Every morning he hiked hopefully into Gary to give the groggeries a pitch, but all the bartenders were hunkies who conveniently forgot their English when Mooney gave them a sales talk.

Occasionally some early customer came through with a couple of shots and maybe also a plug of tobacco. Failing the latter, the toothless one shot snipes. He also acquired a cap, a ragged canvas jacket, and a pair of rubber overshoes, several sizes too large, which had to be tied on with twine.

On the job he was a better-than-average helper. At the end of his first week, the yardmaster wanted him to take charge of an engine, but Mooney wasn't ready for promotion.

"If I get by my first pay day without blowing up," he said, "I'll talk to you."

The yard where we worked was outside the tall fence surrounding the plant. Our task was to break up the drags that transfer crews delivered and to switch the cars of coke, coal, rock, ore or pig-iron to designated tracks where the inside engines could grab them handily.

Along the lead, the ballast was well surfaced and no more dangerous than

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BANNED BOOKS

Many works never publicly offered in this country.

Indexed with bibliography

"INTO WHOSE HANDS"

by George Ryley Scott,
Introduction by Dr. Albert Ellis
Hardbound $6.00; Softbound $5.00—Postpaid

This first unexpurgated American edition of INTO WHOSE HANDS containing 100,000 words, is a revealing word-picture of the most complete and graphic study of obscenity in literature! Following are excerpts of some of the reviews in this book:

KAMA SUTRA by Vatsyayana; The Anunga Runga, and The Perfumed Garden. All deal with the art of love, with aphrodisiacs, with the various postures in the coital act, etc.	JUSTINE The characters which appear in this long novel include murderers, Satanists, pederasts, vampires and tribades; orgies and tortures are featured profusely, etc.	FANNY HILL There is the notorious flagellation orgy, occupying half a dozen pages of text; there is the extraordinarily vivid description of overt homosexual vice, etc.	FRANK HARRIS'S AUTOBIOGRAPHY It deals largely with Harris's adolescence and with his early life in the United States. Descriptions of youthful sex incidents, etc.
BESSIE COTTER Bessie Cotter earns her living in a two-dollar sporting house, and her story, with a degree of realism, pathos and humor, depicts life in such an establishment, etc.	JULIETTE In the underground vaults of the convent of Panthemont, the Abbe Ducroz, Father Teleme, and the Abbess introduce the girls to homosexual vice, etc.	THE DIARY OF A DRUG FIEND—The story with the lives of Sir Peter Pendragon and Lady Lou Pendragon while under the influence of cocain and heroin, etc.	THE CONFESSIONAL UNMASKED—Showing the depravity of the priesthood and immorality of the Confessional, being the questions put to Females in Confession, etc.

FROM THE AUTHOR'S FOREWORD

Literature occupies a very inferior position in the list of aphrodisiacs. There are many far more potent influences on sexual libido! Dancing exerts a powerful aphrodisiac effect; so does alcohol; so does woman's dress; so does perfume. Yet no one suggests the prohibition or suppression of any of these aphrodisiacs on the ground of its "corrupting influence" or its power of inciting sexual passion.

What is the use of consorship which suppresses SLEEVELESS ERRAND and TO BEG I AM ASHAMED while the works of RABELAIS and the 23rd chapter of THE BOOK OF EZEKIEL are available to every schoolboy?

There is something ridiculous in the fact that as a result of ignorance, religious prejudice and ashamedness, the discussion of sex is singled out for censorship. Sex is not evil. On the other hand murder can be openly and freely discussed and even, by implication, eulogized.

Actually censorship is propaganda for pornography. Just as the law against abortion has created the professional abortionist, who would be put out of business by its abolition, so the obscenity law has created and stimulated the market for pornography.

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the kind you found in any other railroad yard. Nevertheless, when you started down along any alley to chalk a cut or make a few couplings, you speedily learned that a gravel train could have spent several profitable weeks in spreading ballast. The ties were tamped up to grade, but between the tracks lay holes, gullies, and chasms. In winter the said orifices were drifted full of snow, constituting a distinct hazard that would not be tolerated nowdays.

Even so, hundreds of workmen, bound from mill to town or vice versa, habitually short-cut across the dangerous yard rather than use the longer and safer route around it. We would stop our switching work around shift-changing time because swarms of hunkies climbed over and under the cars, but they came and went at all hours and we couldn't stand still indefinitely.

One night around ten p.m. we were shaking out a cut when I heard a warwhoop down the lead. Turning, I saw Mooney's lamp swinging in a wild washout and I knew something was wrong. The engine ground to a stop.

"What's the matter?" I yelled.

"We've got another poor damned bohunk," Mooney replied.

"Shall I call the ambulance?"

"Hell, no!" came the disgusted response. "Call the meat wagon! The poor devil is cut clean in two, and the halves of him are twenty feet apart."

I uncoupled the engine, mounted the footboard, and ran up to the yard office for the nearest phone. After ordering the old black conveyance that gathered up such casualties as were beyond the doctor's aid, I stuffed a couple of accident report forms into my pocket and returned to the job.

Then I took a look at the victim. It was not a pleasant sight. The big guy had piled on layers of heavy clothing until he was just slightly smaller than a horse. His top garment consisted of a heavy overcoat with a moth-eaten fur collar. Under that was an old-country vest of sheepskin, with wool inside and peasant embroidery in bright colors outside. The other section of him, six or eight yards away, was dressed in heavy woolen pants, overalls, and red woolen socks.

"Holy Christmas!" I croaked. "He wasn't running around in his socks, was he?"

With that I took a look at Mooney's feet. The toothless switchman was wearing huge, heavy felt boots—a pair of boots he hadn't owned when he went to work and the like of which no snake in North America ever bought for his own use! Without a word, I leveled an accusing stare. Mooney began to fidget and shuffle.

"Dammit!" he finally exploded. "That poor son of a gun ain't gonna need boots where he's gone to."

"Okay," I said grimly, "but keep outa sight until the wagon gathers him up. I don't want those ghouls to get a gander at you wearing boots around a barefooted stiff."

THAT'S about all there is to this yarn. Mooney wore the footgear until he dragged down his first pay envelope. Then he bought himself a good pair of shoes, also a cap, some mittens, and a second-hand overcoat. I don't believe he even treated himself to a glass of beer but he sure invested heavily in chewing tobacco.

When I left Gary, after a total of slightly less than three months, Mooney replaced me as engine foreman. He was still a teetotaler, and some other boomer was wearing the boots.

The following spring, just before I pulled out of Chicago, I ran into Toothless Mooney on State Street. He was sporting a roll-brim Stetson and a blue serge suit, both new. His "thousand-miler" (shirt) was clean, his shoes were polished. He shook hands warmly and his face split in a grin that disclosed a double row of a startlingly white teeth.

"Are you still on the wagon?" I asked.

"And how!" he chuckled. "My pants are nailed fast to the seat. As far as red-eye is concerned, my ol' stummick must think my throat was cut six months ago."

I never saw him again, but I'll still take my hat off to Mr. Mooney as a good car hand and the gamest guy I ever met. Nobody was ever farther down nor more definitely out than the toothless one was when he hit Gary. Just the same, he had guts enough to come back—the hard way. ●

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RAILROAD HOBBY CLUB

by Sy Reich

DISTRIBUTION of free souvenirs heightens interest in the Reading's Iron Horse Rambles. One season, free hats and bandanas enabled many fans to enjoy the steam-powered trips without getting cinders in their hair or down their backs. Next bonus, a handsome, baked, ceramic ash-tray. In 1960 a not-too-popular badge. This year the Reading is giving a 7" record featuring sounds of the mighty 2124 and 2100 in action to each passenger on the Rambles.

Sy Reich

Recently the 2124 blew ten nostalgic whistle blasts at Pennsburg, Pa., as a memorial to G. Calvin Christman, an editor whose influence helped to start the Iron Horse Rambles. He died last fall.

On Sept. 16 the 2124 will wheel a trainload of hungry *aficionados* out of Jenkintown, Pa., to Bethlehem and Allentown, then down the picturesque Perkiomen branch. They'd better be hungry, for at Schwenksville a man-sized Pennsylvania Dutch dinner will be served. Contact the Passenger Representative, Reading Terminal, Philadelphia, Pa.

Next *Railroad Magazine* (Dec. issue, out Oct. 2) will carry a long illustrated article by Bert Pennypacker, "103 Years of Reading-Built Engines." Also the Reading's current steam-and-diesel roster, a locomotive roster of Alabama shortlines, and a trolley roster of Pittsburgh Rys. plus other features, etc.

The Steam Parade

Despite diesel activity, according to H. B. Jefferson, the Sydney & Louisburg (headquarters at Glace Bay) still has 13 active steam locos. Elsewhere in Nova Scotia the following steamers are now in service:

Maccan: Maritime Coal, Ry. & Power—two 4-6-0's, one Mogul.

Springhill: Cumberland Ry. & Coal—one 2-8-0.

Westville: Drummond Colliery—one 0-6-0, one 2-6-2.

Stellarton: Acadia Coal Co.—one 0-6-0, one Mogul, one 2-4-0.

Sydney Mines: Sydney Collieries—six 0-6-0's.

Chesapeake & Ohio has scrapped all but 14 of its steam locomotives listed on our Feb. '61 roster. Nine of the 14 will go to communities for permanent display. C&O is holding the other five for historical purposes: Nos. 377 (F11), 490 (L-1), 1604 (H-8), 2705 (K-4), and 1309 (H-6). Three fireless cookers are still being used at Charleston on Chemical Island in the Kanawha River.

An ICC examiner has turned down D&RGW's plea to abandon its narrow-gage steam Silverton line, reports Larson Powell.

Info. on Taunton and McKay loco builders is wanted by C. E. Hull, 203 E. 16th St., North Little Rock, Ark., for a history he is writing.

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THERE IS A broad ribbon of highway that begins in the heart of Chicago and winds for 2000 miles to its terminus in exciting Los Angeles. This ribbon is mighty **66**—the most famous, the most legendary highway in the U. S. Millions of Americans have followed it to the West, coursing through the plains of Illinois and over the hills of Missouri, biting off a piece of flat Kansas and driving over hundreds of miles of equally flat Oklahoma and Texas. Gradually the scenery begins to change. Texas begins to roll; distant hills become higher. Then, suddenly, one emerges into **"The Land of Enchantment."** New Mexico's wonders erupt in a blaze of color and majesty. The mighty mountains thrust themselves, tree-topped, into the unimaginable blue of the sky. Dust and smoke have vanished from the air and the lungs drink in great delicious draughts in heady delight. If it is wintertime there will be snow capping the mountains and you may see skiers gliding down their slopes. If it is spring or summer or fall, the unhumid, unspoiled air touches the skin softly and the feeling of well-being is nowhere else equalled. **But winter or summer—it is almost certain that the sun will be shining in New Mexico—the sunniest, healthiest state of all 50!**

And then, when you think this incredibly beautiful land couldn't possibly have more to offer, great **66** brings you to the pass in the Sandia mountains and there below you is the Queen herself, **Albuquerque.**

To live anywhere in New Mexico is to live better. The superb climate, naturally air-conditioned in the summer and brilliantly sunny in the winter—the breath-taking beauty of a lavish Nature—the young vigor of a state that is causing an unprecedented business and investment boom—the record which shows that one lives longer, that health improvement is almost miraculous—these are the reasons that tens of thousands of Americans already have come here to live, and hundreds of thousands of others will be following in the immediate years ahead.

Consider, then! Here in the center of this miraculous climate and beauty is a cosmopolitan city of more than 260,000 people which has grown **800% in 30 years.** Founded in 1706, the population of Albuquerque as late as 1930 was only 36,000. Then things began to happen. The incomparable climate and the staggering beauty began to draw Americans to the Big Sky Country. By 1950 there were 97,000 Albuquerqueans. And in the next 10 years, to 1960, this quaint Southwestern town rocketed to the status of a major city—the 7th fastest growing city in the U.S.! Professional estimates of Albuquerque's future vary. But the most cautious guess is more than 500,000 by 1970; **and far more many experts predict that by that time Albuquerque may reach a population of one million.**

This is a city of modern shops and Conquistadore history; of gleaming new schools and semi-tropical foliage; of health and peace . . . and yet spilling over with opportunity. This is Albuquerque, a city with a future as bright as the sun that bathes it 360 days a year.

It is no wonder, then, that the valleys that surround Albuquerque—green valleys of prosperous farms and great ranches—are now being converted into communities to fill the demand of a growing Albuquerque. One of these valleys is **Estancia;** and here, in our opinion, is located the most exciting offer of homesites being made in the entire Southwest—THE VALLEY OF THE ESTANCIA RANCHETTES. Were one to imagine this Valley 39 miles from Phoenix, or from Tucson, or from San Diego, the cost of an acre could be as high as $10,000 each. **Yet an acre in THE VALLEY OF THE ESTANCIA RANCHETTES — 39 miles from Albuquerque — is only $395 complete, payable $10 down and $10 a month!** It is only because Albuquerque has only recently been "discovered" — because Albuquerque is only now in the very beginning of its inevitable huge growth — that these Ranchette sites can be offered at such a low price! **THE VALLEY OF THE ESTANCIA RANCHETTES lies directly on Rt. 66 — little more than a half hour from the heart of the city.** Its natural beauty, the picture-frame of the mountains, the color springing from the fertile soil, its calm and peace will enchant you. A VALLEY OF THE ESTANCIA RANCHETTE is near enough to Albuquerque to be benefitted by the advantages of a great city, yet just far enough away to be purchased **today** at a price you can afford! **For that is the nutshell of it — the price today of a Ranchette in the Valley of the Estancia will be impossible to duplicate a few tomorrows from now.**

Let us send you our thick four color portfolio absolutely **free** of charge. In it you will find maps, full color photographs, statistics, the answers to your questions about the Southwest. **Remember this portfolio is FREE and places you under no obligation whatsoever. No salesman will call — only the mailman. Get your free portfolio by writing VALLEY OF THE ESTANCIA RANCHETTES, Dept. NH-48 2316 Central S.E., Albuquerque, New Mexico.**

NEW '61 MODEL .22 LONG 6-shot revolver $12.95

Just released! Sensational new '61 Model Vest Pocket Rosco .22 shoots both .22 short and long ammo. EXCEEDINGLY ACCURATE! Terrific for target shooting, varmint hunting, or as a home defense weapon. Easy and fun to operate. Fires easy-to-get Winch., Rem., Western & Peters .22 long and short ammo. Deluxe features include: side gate loading, adjustable trigger & hammer; screw-in ejector rod; steel-rifled barrel and blade-front sights. Only $12.95. Leather holster . . . $2.25. 20 rds. of ammo incl. FREE with purchase. 100 rds. of short French ball ammo . . . $1. Shipped F.O.B. Los Angeles, express charges collect. Send cash, check or M.O. 10-day money back guarantee. C.O.D.'s require $7.50 deposit. Res. of L.A. and vicinity, please purchase at our new store.

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NATIONAL
BUCK SCENT
TWIN PACK
- Attracts & holds deer
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To get your deer this season, sprinkle a few drops on brush, rocks, etc. . . . AND GET SET FOR ACTION! Contains 2 powerful scents deer can't resist—their favorite food . . . and their mate! Guaranteed to work or your money back. Only $2 ppd. All orders filled same day, airmail delivered overnight. (Add 50¢ for Airmail.) Dealers Inquire. Send for FREE —24 page scent catalog. NATIONAL SCENT CO., 10660 Stanford Ave., Garden Grove 74, Calif.

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Send today for FREE booklet "Voice Power & Personal Power" by Eugene Feuchtinger. Just send your name, address and age. Mailed in plain sealed envelope. No obligation. Write today!
Prefect Voice Institute, Studio JN-5
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ABDOMINAL CONSTRICTOR." Draws in waist "like magic." No pills. No "belts." No dieting. No apparatus. $2.98. Sat. or refund. CLARION. Box 9309-N , Chicago 90.

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How to RULE OTHERS with your THOUGHTS." Full course, with stirring exercises. Illus. Adults. Only $3. Sat. or refund. CLARION, Box 9309-N , Chicago 90.

POEMS WANTED for Musical Setting & Recording by AMERICA'S LARGEST SONG STUDIO. Send poems. Free examination
FIVE STAR MUSIC MASTERS, 620 BEACON BLDG., BOSTON, MASS.

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I'll Show You How to Make Up to $40.00 in a Day
Mail coupon for FREE Tailoring Sample Case packed with scores of beautiful, big-value suit and sport coat fabrics. Take orders from friends, fellow-workers, others, for fine quality, made-to-measure clothes. Pocket big cash profits in advance. Because wearing our suits and sport coats brings more orders, we make it easy for you to get your own clothes without 1c cost. No experience needed. Satisfaction Guaranteed. SEND NO MONEY. Just fill out and mail coupon now!
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500 S. Throop Street - Chicago 7, Illinois

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500 S. Throop St., Chicago 7, Ill.
Dear Sir: I WANT A MADE-TO-MEASURE SUIT TO WEAR AND SHOW, without paying 1c for it. Rush details and Sample Kit of actual fabrics ABSOLUTELY FREE

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"I am grateful for the coverage Railroad Magazine gives to the exciting subject of steam locomotives," writes Piero Romagnano, 14, via P. Isola, Novi Ligure, Italy.

Pennsy steam locos 4031, 4185, and 8191 which the Santa Fe bought (see page 40) were renumbered 882, 883, and 884 respectively and were sold for junk July 24, 1947.

Coming Events

LIRR is operating various one-day rail excursions in season ending Oct. 15 to historic and beauty spots. Fares, $4.50 to $8. Get free illust. brochure from Tour Dept., Long Island Rail Road, Jamaica Station, Jamaica, N.Y.

Aug. 6: ERA, Wash. Div., sponsors Red Arrow Lines tour over entire rail system; 2-car train lv. 69th Term., Upper Darby, Pa., 10 a.m. Fare, $5. Contact Paul Overholt, Box 504, West Hyattsville, Md.

Aug. 12: Portland, Me., to Groveton, N.H. Leave GT Ry. station 8:45 a.m. EDT. Fare $6.50. Make advance reservation thru J. E. Lancaster, Portland Div., RR. Enthusiasts, Box 641, Portland, Me.

Aug. 13: B&ML gon-car trip to Burnham Jct., Me., over frt.-only, city-controlled rr. Leave Belfast 10 a.m. EDT. Photo stops. Fare $5.50. Make advance reservation thru J. E. Lancaster.

Aug. 12-13: Week-end in New England. Lv. New York's Grand Central Term. 8 a.m. Sat., ride the New Haven to Attleboro, Mass., then special bus to South Carver and Edaville Ry. Next day, tour MTA trolley lines. Or ride PS bus New York to Edaville on Sat. Both parties meet at Edaville. (Bostonians take same special bus Sat. to Edaville.) Contact J. H. Greene, 1295 Commonwealth Ave., Allston 34, Mass., or Jack May, 5601 Riverdale Ave., New York City 71.

Aug. 19: Air-cond. bus excursion to Rockhill Furnace, Pa., for steam ride over East Broad Top. Leave 8 a.m. gate 14, lower level, Port Auth. Bldg., 41st St. and 8th Ave., New York. Stop in Newark 8:30 a.m. Arrive EBT about 1:15 p.m. Adults $10, kids $5. Get tickets and info. from Joe Mannix, 33-18 161st St., Flushing, N.Y. City. Proceeds will help restore PS car 2431 at Branford trolley museum. EBT has recently been enlarged and improved, with new turntable, etc.

Aug. 19: CB&Q steam special to Ottawa, Ill., lv. Chicago Union Station 9 a.m. DST; stop at La Grande Rd., Downers Grove, and Aurora. Fare $7.50. Contact Illini RR. Club, Box 62, Champaign, Ill.

Aug. 20: Same as above, except will go to Rockford instead of Ottawa.

Aug. 26-Sept. 3: Steam tour in Mexico. Contact Jack Spence, Travel Service, 142 Treasure Isl. Causeway, St. Petersburg 6, Fla.

Aug. 26-Sept. 4: Caribou County Special out of San Francisco via WP, GM, SP&S to Spokane, then GN to Sweetgrass, Mont., with stopover at Glacier Park; then CP to Calgary, Banff, stopover at Lake Louise; then CP to Kamloops, CN to Prince George, PGE to N. Vancouver, then back to San Francisco. Contact Western Pacific, 526 Mission St., San Francisco, Calif.

Aug. 26-Sept. 2: Private-car party aboard obs. car from Chicago to Denver, Billings, Seattle, Vancouver, Banff, Winnipeg, with PGE side trip. Contact Illini RR. Club.

Aug. 27: Ride interurban parlor car on Southern Iowa Ry., auspices of Iowa Chapter NRHS and Iowa Ry. Hist. Museum. Contact V. Allan Vaughn, 704 E. Charles, Oelwein, Ia.

Sept. 1-5: Chartered Pullman to NRHS convention lv. Baltimore on B&O train 5-25, sponsored by Chicago Chapter. Cost only slightly above coach fare. Contact Vernon Tyler, 2031 E. Belvedere Ave., Baltimore 14, Md.

Sept. 2-4: All roads lead to Chicago for NRHS annual convention; headquarters at Sheraton-Blackstone Hotel. Everyone invited. In connection with this big event the Society's Wisconsin Chapter, of which Jim Scribbins is president, will sponsor 3 trips: (Sat.) GTW steam run to South Bend, (Sun.) Burlington trip to Dubuque, Ia., and (Mon.) South Shore interurban ride to Michigan City. For info. send stamped addressed env. to Herb Danneman, 1628 W. Wisconsin Ave., Milwaukee 3, Wis.

Sept. 17, 18: Two Milwaukee Road steam excursions to Ottumwa. Lv. Cedar Rapids, Ia., 8 a.m. CST; 180 miles. Fare, $7, kids $4.50; lower cost if you get on any stop en route. Sponsored by Iowa Ry. Historical Museum. Visit with Casey Jone's son.

Sept. 24: Round trip over Erie-Lackawanna from Hoboken to Newark, also 2 branches, with RPO electric MU car on head end, sponsored by NRHS, North Jersey Chapter. Contact A. L. Creamer, 31 Tulip Rd., Springfield, N.J.

Sept. 24: Baltimore & Annapolis RR. trip sponsored by NRHS, Baltimore Chapter, on road's first passenger train since electrification ended in 1950. Lv. Harundale, Md. 10:30 a.m.; bus connection available at Baltimore. Fare $4, kids $2.50. Ticket deadline Sept. 18. Contact John Thompson, 4710 Keswick Rd., Baltimore 10, Md.

Sept. 29-Oct. 1: All welcome on 3-day steam excursion, Alamosa to Silverton, sponsored by Kiwanis Club, P.O. Box 719, Alamosa, Colo.

Oct. 6: Leave by jet plane for railfan tour of Europe costing $788, conducted by Harry Dodge, pres. of Washington Chapter NRHS. Contact Sanders World Travel, Inc., Shoreham Bldg., N.W., Washington, D.C.

Oct. 8: Fall foliage trip on NY Central sponsored by Capitol District RR. Club. lv. Albany 9 a.m., up Mohawk Valley to Utica over frt.-only line, following old Erie Canal, still visible. Adults $7, kids $3.50, if you buy tickets before Sept. 30. Contact J. T. Dempster, 27 Cherry Lane, Scotia, N.Y.

Oct. 14, 15: CB&Q steam special Sat. to Hannibal, Mo., and Sun. to Mexico, Mo., sponsored by Illini RR. Club.

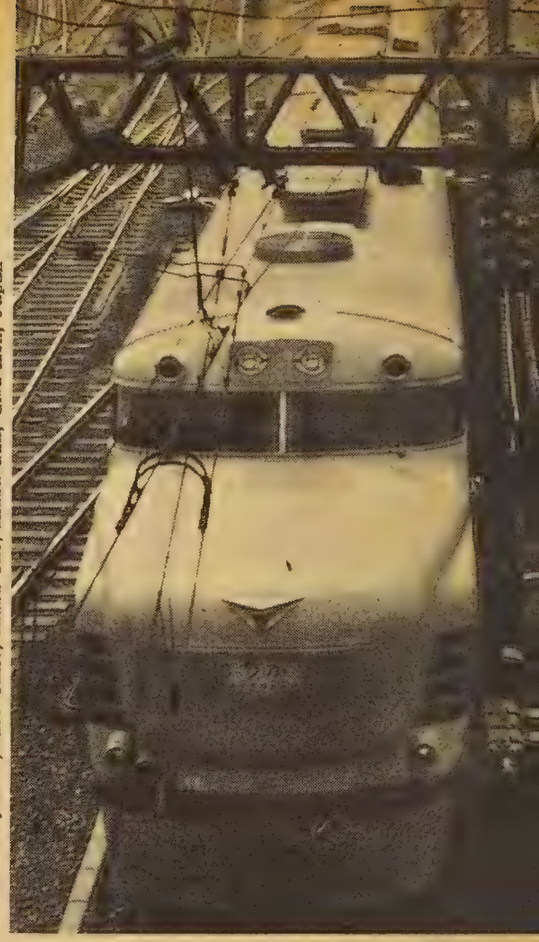
Oct. 14, 15: Follow old ferryboat lanes plus cruise up Petaluma Creek as steamship plies San Francisco Bay. Tickets and info. from Don Thrall, 610 Arlington Way, Berkeley 7, Calif.

Oct. 26 thru Nov. 12: Mississippi River cruise lv. San Francisco via California Zephry to New Orleans via Denver and Dallas: 10 days on stern-wheeler Delta Queen. Visit St. Louis Museum of Transport. Steam trip on shortline and ride behind UP steam loco 844. Contact Arthur Lloyd, excursion director, Pac. Coast Chapter R&LHS, 974 Pleasant Hill Rd., Redwood City, Calif.

Nov. 10: New Haven (Conn.) Soc. of Model Engrs. opens annual fall exhibition at 90 Court Street.

Nov. 11: UP steam excursion from Cheyenne to Ogden. Contact Arthur Lloyd.

Nov. 27-Dec. 17: Rail tour of Mexico sponsored by Civil Service Railfans and Finlay Funtime Rail Tours, 11308 Burbank Blvd., North Hollywood, Calif.



Sinichi Miyazaki, 1299 Ohno, Inaba-Cho, Inaba-Gun, Gifu-Ken, Japan

First diesel-powered express train on Japanese National Railways, the *Hatsukari*, with dining-car service, runs very fast between Tokyo and Aomori.

BOOKS of the RAILS

RIGHTS OF TRAINS, by Peter Josserand, new revised fifth edition, illustrated, 459 pages, 5x7 ¾", indexed, clothbound, Exposition Press, Inc., 386 Fourth Ave., New York 16, N.Y., $6.

This textbook of operating principles is accepted as standard by railroad employees and officials all over English-speaking North America. Its author is a Western Pacific train dispatcher and rules consultant for the Brotherhood of Locomotive Firemen & Enginemen.

Rights of Trains is so modern that its 1200 questions and answers include the railroad application of radio and TV. Also CTC, block signal, and interlocking rules. The book is a *must* for men required to take a Book of Rules exam, for promoted men seeking the answers to rules problems, and for operating officials and ICC personnel. It is a worthwhile addition to the library of anyone interested in railroad operation.

Besides his other work, Josserand is an occasional writer for *Railroad Magazine*. His latest article, "The Myth of Safety First" (Aug. '61), has already drawn much favorable comment.

RAILROADS IN THE WOODS, by John T. Labbe and Vernon Coe, 269 pages, thick coated paper, 8½x11", 440 photographs, sturdy cloth binding, indexed, Howell-North Books, 1050 Parker St., Berkeley 10, Calif., $10.

Before reading this new book, we thought we were reasonably familiar with logging roads, factually and pictorially, but *Railroads in the Woods* opened a whole new world to us. The publishers have taken full advantage of the large page size to blow up breath-taking photos in such a way as to show interesting little details as well as great panoramic effects.

The text matter covers such items as locomotive types used in the tall timber country, some of which actually ran on tree trunks; also bridges, trestles, couplers, primitive rails, "gripwheels," grades up to 70 percent, odd bits of history, unique equipment, and a rich colorful glossary. As logging railroaders themselves, the two authors really know their stuff. While poring over the book we felt we were living through those adventurous old days that will never come again.

AMERICAN RAILROADS (The Chicago History of American Civilizations series), by John F. Stover, 302 pages, illustrated, indexed, The University of Chicago Press, Chicago, Ill., $5.

"In this Jet Age it is easy to forget that, not so long ago, the whistle of the locomotive was the most exciting sound

WHICH OF THESE AMAZING IMPORTED GUN BARGAINS DO YOU WANT?

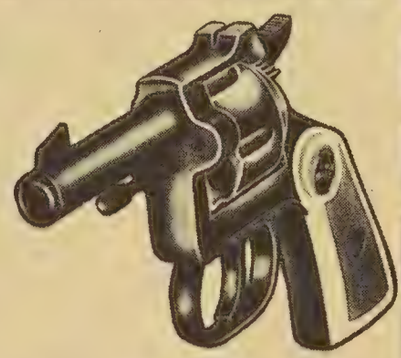
BRAND NEW GUNS!

8-SHOT .22 CAL. AUTOMATIC REPEATER

Holds eight .22 Cal. shells. Ejects empty shells automatically! Beautiful pearl-like white handle. Made with accuracy and precision by W. German gunsmiths. Perfect for stage use, sporting events, personal protection! Not sold in N. J., Calif. Send remittance with choice of gun.

BLUE STEEL: ONLY $6.95
DELUXE CHROME: ONLY $8.95

6-Shot .22 Cal. COMMANDO REVOLVER



A deadly, compact, 6-inch long revolver that shoots .22 Cal. Shorts accurately and fast. Has screw-in ejector rod, steel rifled barrel with blade front sight. Side-gate loading, light hammer pull. Perfect for target practice, home defense, hunting. Made by W. German craftsmen. White grip. Send $5.00 deposit - balance COD.

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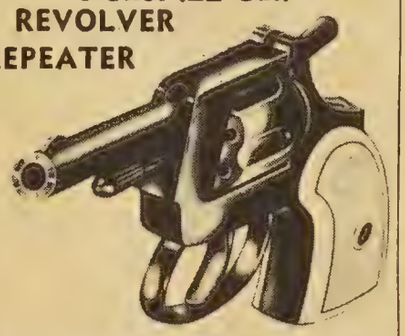
6-Shot .22 Cal. REVOLVER REPEATER



With screw-in ejector rod and light trigger pull! Only 5½ inches long. Fits in pocket or purse easily for personal protection, stage use, sporting events. Rich-looking white pearl-like handle. Precision-made in W. Germany. Not sold in N. J., Calif. Send remittance with choice of gun.

BLUE STEEL: ONLY $6.95
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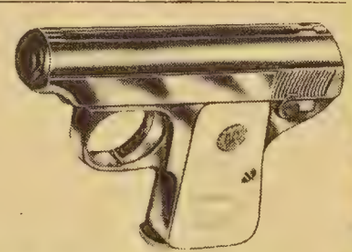
Fast-Draw DERRINGER .22 Cal.

NOT a toy but a deadly weapon that gives instant protection and assurance! Just 4½ inches long! Compact, easily concealed, lightweight! Beautifully engineered by famed W. German armorers to shoot .22 Cal. Short, Long, Long Rifle bullets. Accurate, dependable, built to last. Exact replica of original Remington Derringer. Send $5.00 deposit, balance COD.

BLUE STEEL: ONLY $17.95
DELUXE CHROME: ONLY $22.95

8-Shot .25 Cal. AUTOMATIC



Only 4 inches long - but deadly and accurate Easily fits pocket or purse. This repeater has been beautifully engineered by crack Italian gunsmiths for personal protection, target practice, etc. Slim Pearlized handle Self-ejecting clip. Adjustable firing spring Send $5.00 deposit - balance COD

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MAIL MONEY-SAVING 30-DAY FREE TRIAL COUPON NOW!

NATIONAL PRECISION SALES CO., Dept. C-34
606 MAIN ST., EAST ORANGE, N.J.

Rush the following guns. I am 21 years of age.
( ) Enclosed is $..... as payment in full.
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LIMITED SUPPLY

GUN	Chrome-Plated or Blue Steel	PRICE

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TRAIN QUICKLY in 8 short weeks for a bright future with security in the vital meat business. Trained meat men needed. Big pay full-time jobs year-round income, no layoffs—HAVE A PROFITABLE MARKET OF YOUR OWN!

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Get your training under actual meat market conditions in our big modern cutting and processing rooms and retail department.

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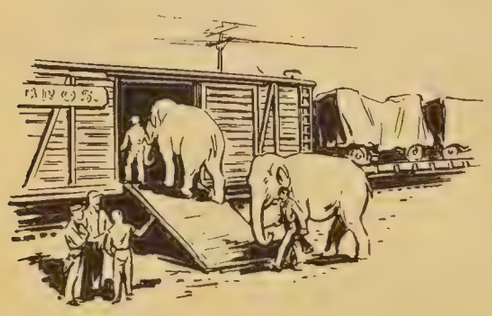
to be heard in the land." With such a keynote, Stover plunges into a vigorous account of events that led to the Golden Age of Railroading, the decline that began in 1916 when the roads passed their mileage peak, and the crises facing them today. A wealth of anecdotes makes *American Railroads* as lively as it is informative. The maps are good but most of the photos have often been published before. Aside from the illustrations, we have never seen a better history of America's rail network.

CIVIL WAR RAILROADS, by George W. Abdill, illustrated, de luxe edition, to be published this fall by Grahame Hardy, Box 622, Carson City, Nevada, $12.50.

Hardy tells us that pre-publication price is $10 if ordered before October.

I LOVE YOU HONEY, BUT THE SEASON'S OVER, by Connie Clausen, 240 pages, Holt, Rinehart & Winston, Inc., 383 Madison Ave., New York City, $3.95.

Because so many tented shows moved by rail for 100 years, any good factual book about the circus, such as this one, has a special appeal for railfans. Connie was a circus girl on Ringling Bros. and Barnum & Bailey. With 49 other females she traveled in a converted Army hospital coach called the Virgin Car. "I don't know how many of the girls who left Sarasota in it that April morning actually qualified," she writes saucily, and relates what it feels like to ride a circus train. She tells, too, about "the amount of planning involved in transporting and feeding 1600 people, nearly 1,000 wild animals, and 200 horses." It's quite a book. The title comes from the seasonal love affairs of troupers.



BULLETIN No. 104, edited by Chas. E. Fisher, 74 pages, illustrated, The Railway & Locomotive Historical Society, Inc., Baker Library, Harvard Business School, Boston, Mass.; price to members $2, non-members $3.

This well-edited journal of miscellaneous rail lore features "The Confederates Gather Steam," a detailed Civil War story by Edward B. Burns; "The Railroads of Guatemala and El Salvador," personalized histories with steam rosters, by Gerald M. Best, and other items.

THE LITTLE OLD TRAIN, by Margaret G. Otto, with two-color illustrations by Erik Blegvad, 33 pages, 6½x8½", bound in soil-resistant washable cloth, side-sewn and reinforced, Alfred A. Knopf, Inc., 501 Madison Ave., New York City, $2.50.

Amusing tale about a big spotted cow on the railroad track, for future railfans six to nine years old.

THE SWITCH LIST

ALL ENTRIES are printed free, in good faith but without guarantee. Keep within 28 words, including name and address. Use our common abbreviations such as *incl.* (including), *tts.* (timetables), *emp. tts.* (employees timetables), and SAS (send 4c stamped envelope for list or details).

Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

RAY ALLEN, 305 W. 4th St., Pittsburg, Kan., buys rr. lanterns, switch keys, switch locks.

DICK ANDERSON, 334 S. Prindle Ave., Arlington Hts., Ill., sells 116 and p.c. size negs., steam, elec., diesel. No list.

JOE ATTARDO, Jr., 38 Village Ct., Brooklyn, N.Y., wants any size color pix NYCTA trolley buses, Bklyn. & Coney Is. trolleys, color slides DL&W steam, diesels.

DON AUSTIN, N. Main St., Troy, N.H., sells railroadiana. List, samples 25c.

DWIGHT BECKWITH, 143 McGraw Ave., Webster Springs, W. Va., will buy 5- or 6-chime loco whistle, also whistle and steam pressure gage from Shay or Climax in good working order, WM, NKP switch keys.

H. R. BLACKBURN, 402 Heyburn Bldg., Louisville, Ky., sells 8mm, 16mm b&w, color movies steam, diesel, elec. '36-'56 copied from 16mm originals.

ROY BLACKBURN, Box 965, Grand Jct., Colo., wants Beebe's "Mixed Train Daily," Poor's "Denver South Park and Pacific."

J. T. BRADFORD, 14 Bathgate Bay, Ft. Garry, Winnipeg, Man., Canada, trades CNR emp. tts., rr. periodicals for steam pix SP, NYC, PRR, AT&SF.

ELMER BRASWELL, 1581 Melrose Dr., Atlanta, Ga., trades 4x5 pix steam trips, Ga. Power trolleys for European, Mexico, British Colonies steam, trolley pix.

W. BROSCHART, 86 Fairview Ave., Bogota, N.J., sells tts., negs., pix, color slides of trolleys, rrs. (SAS).

FELIX BRUNOT, 645 E. 54 St., Hialeah, Fla., sells p.c. size pix steam, diesel. List 10c.

JIM CERNY, 1022 Province St., Pittsburgh, Pa., sends 10 Pitts. Ry. transfers, while supply lasts, to anyone sending stamped addresed env., with commem. stamp on outer env.

M. CHAPMAN, 18 Pemberton St., Blackburn, Lancashire, England, sells 35mm color slides British trains, mostly steam, set of 26, $8 incl. airmail postage.

JOE CLAYTON, 501 Devon Rd., Moorestown, N.J., will buy any size pix PRR 4001 B6sb.

CHAS. CONNIFF, 1334 Bush Blvd., Birmingham, Ala., sells 120 to p.c. size steam pix, incl. B&HS, Mississippian, EBT. List, sample 25c.

ART CURTIS, 2468 15th Ave., San Francisco, Calif., will sell S.F. Market St. Ry. Co. "Motorman Training Course" pamphlet '43 new. (SAS)

DUDLEY DEBOLT, Jr., R.D. 2, East Liverpool, O., buys any size pix, plans, tts., emp. tts., info. on Hocking Valley Ry.

MIKE DECKER, 6647 N. Crawford Ave., Lincolnwood, Ill., wants to hear from anyone interested in joining railfan club in Chicago area. Group is negotiating for CA&E caboose for trips and club room.

R. W. DENNO, 47 Chapman St., Dracut, Mass., sells, trades B&M emp. tts., cap badges, tkts., tr. orders, emp. mags.

DON DIETRICH, 2116 N. Richmond St., Chicago, Ill., trades IT tts., size 5x7, 616 pix, negs. for same of KCKV. Also collects card type tkts.

CHUCK FEATHER, 442 Salvini, Pittsburgh, Pa., wants PRR T-1 Keystone builder's plate.

BEN FELDMAN, 235 E. 25th St., New York, N.Y., will buy color lithos or old prints of steam locos for framing.

MERRILL FINNEGAN, Box 192-A, East Freedom, Pa., wants inside cab view pix of steam, esp. PRR showing firebox door, throttle.

BOB GADDIE, R.R. 2, Box 21, Corona, Calif., sells 3½x5 color and b&w pix LAMTA, PE, other Calif. trolleys. (SAS)

PAUL GARBARINO, 88 Oak St., Stoneham, Mass., buys B&M predecessor rrs.' tts., emp. tts.

T. A. GASCOYNE, R.R. 4, Oshawa, Ont., Canada, will pay up to 50c for copy of North Shore 311 postcard published by D. Dietrich.

BRUCE GATHMAN, 165 N. Porter Ave., Elgin, Ill., wants shortline or n.g. stock, bond certificates.

DICK GEORGE, 1091 Lakeshore Hwy., W. Oakville, Ont., Canada, sells 8x10 action, still steam pix CNR, CPR, NAR. List 25c.

CHAS. GOETHE, 1108 SE 7th St., Ft. Lauderdale, Fla., makes size 616 copy negs. of size 116, p.c., or 8x10 steam, elec. pix.

REED GORDON, 811 Garson Ave., Rochester, N.Y., sells bus, trolley transfers 1900-'56. (SAS)

JAY HADLEY, 25 Sunnyside Dr., Yonkers, N.Y.,

sells emp. tts., Off. Guides, Pocket List of RR. Officials. (SAS)

TOM HAHN, 127 W. Central Ave., Moorestown, N.J., buys UP emp. tts., rr. lanterns, tr. orders, etc. Wants Western pen pal, pref. near UP track.

GRAHAME HARDY, Box 622 Carson City, Nev., buys, sells railroadiana, incl. new and second-hand books, magazines, annual reports. List free.

DICK HOOVER, 1685 S. 19th St., Coshactan, O., wants B&O, NKP, PRR sw. keys, teenage pen pals interested in PRR steam, diesel, or general railroading.

NORM HUNTLEY, 63 Canco Rd., Portland, Maine, will buy Loco Cyclopedia '30 or earlier.

C. E. HULL, 203 E. 16th St., North Little Rock, Ark., wants pix, info. on Ark. rrs. from 1865 to 1940.

PETE JACOBSEN, 468 E. Marigold St., Altadena, Calif., buys public transportation tokens.

RAY JOHNSON, Box 175, Wakefield, Kan., will trade 8th ed. Loco Cyclopedia, 20th ed. Car Builder's Cyclo., or rr. playing cards for sw. keys, locks, or kerosene lanterns.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y., buys and sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, Mdl. Bldr., HO Monthly, NRHS Bulls., etc. (SAS)

DAN KERELKO, Floodwood, Minn., wants any size pix, colored 35mm slides, old tts. of Midwest rrs., trolley lines, also old Off. Guides, rr. books, back issues Railroad Magazine.

KARL KOENIG, 458 Chatham Rd., Burlingame, Calif., buys, trades size 616 negs. steam, diesel of West Coast shortlines.

BOB LEHMUTH, 3045 Edmonds Rd., Lafayette Hill, Pa., will sell PRR L1, H9, H10 and B6sb number plates.

JAY LENTZNER, Box 450, Rt. 1, East Troy, Wis., will trade 10 rr. emp. mags. for Jan. '58—May '58 Trains.

DICK LIND, 1285 E. Ridge, Boulder, Colo., sells action pix UP 9000's, Midland Term., C&S Climax.

DICK MANICOM, 26 Avenue Des Talus, Quebec, P.Q., Canada, sells, trades steam, diesel pix; negs. CNR, CPR, tr. orders. List free. (What size pix, Dick?)

RAFAEL MARGARIT, 34 M. Cuiner, Igualda, Spain, sells European rr. photo books in English, over 25 titles, slides, rr. sound recordings, tts. Send 20c in stamps for detailed catalog; state wants.

LLOYD MARKER, Rte. 1, W. Alexandria, O., wants postcards of interurbans.

A. P. MARSH, 1836 Enslow Ave., Huntington, W. Va., sells back issues Railroad Magazine from '32, also Baldwin, also mags., railroadiana. (SAS)

BARRY MAYER, 10228 Edgewood Ave., Silver Springs, Md., wants back issues Railroad Magazine or Trains containing anything on B&O, esp. emp. tts., pix. (SAS)

MALCOLM McCARTER, 1705 N. Country Club Rd., Tucson, Ariz., sells pix steam insp. locos, steam, diesel, circus, fire equip., 5x7, 8x10.

TIM McKECHNIE, 607 S. 18½ St., Reading, Pa., sells stories of Rdg St. Ry. 10c.

JOE McMAHON, 15 Adrain Ave., New York, N.Y., sells Eastern tts., emp. tts., elec. ry. items, 3x4 pix, back issues Trains. (SAS)

M. Sgt. EDW. MORSE, R031303476, Hq. Nat. Match Sup. Bn. (Prov.), Camp Perry, O., buys pix sizes 620 to pc and 2x2" slides Penna., Md., and NE shortlines, incl. EBT, Md. & Pa., HeBT, etc.

TOM MULLAHEY, 933 E. Centre St., Mahanoy City, Pa., will sell 18 sw. locks, 1894 P&R rule-book. (SAS)

BEN MYERS, 710 Weschler Ave., Erie, Pa., buys, trades for PRR, ex-PRR steam negs. Trades, sells PRR pix, active shortline negs. (What size, Ben?)

GARY OLIVER, 5432 Ross St., Vancouver, B.C., Canada, sells 2¼x3¼ negs. and 35mm color slides of steam, diesel, elec. in Pac. NW of U.S., SW Canada.

JOHN PHILLIPS, 3316 10 Pl. SE, Washington, D.C., is compiling elec. fan club and museum roster. Send data on meetings, publications, etc.

AL POMMER, 898 Hyde Park Ave., Hyde Park, Mass., wants 35mm slides, 8mm movies any size negs., pix of Johnstown Traction car 355 in service.

E. H. PORTER, 22 Clay Pond Rd., Monument Beach, Mass., will sell T.D.'s Oct. '92, Requisitions Aug.-Nov. '97, Letters June-Sept. '93, NYNH-H Old Colony Hyn. Sept.-Dec. '93.

JOE QUINN, Box 1044, Tillson, N.Y., buys any size orig. steam negs., all rrs. Sells steam negs., pix. Specify wants. (Readers sending negs. by unregistered mail do so at own risk—Ed.)

TOM RAYMOND, 4513 Harrison St., Washington, D.C., wants 3x5 or larger steam pix, negs., 8mm films of D&H, C&O, SP, DM&IR, N&W, CPR.

DICK REMINGTON, 608 N. Erie, Bay City, Mich., wants NKP steam pix, pass., frt. cars, buildings, facilities. (What size pix, Dick?)

BOB RIDDLE, Box 543, Fort Scott, Kan., sells custom-made bolo string ties from your rr. comdr's lapel emblems, key fobs, etc., $1.25 ea. Frisco ties $2, tie clips $1.50. Full refund if emblems can't be mounted. Wants rr. key fobs. Sorry; rr. pix lost in recent flood.

O. ROCHETTE, 8337 De Gaspe St., Montreal, Que., Canada, will sell back issues Railroad Magazine and Trains '39-'55.

LARRY RUSSELL, 2171 Grant St., Vancouver, B.C., Canada, trades sizes 116, 120 diesel negs. CNR, GN for any rr. Also trades orig. color slides of CNR diesels.

BOB SCOTT, 7202 Bybrook Lane, Chevy Chase, Md., buys sw. keys, lanterns, builder's plates, any size orig. steam negs., back issues Railroad Magazine, other railroadiana.

JOHN SCOTT, 3716 Rosebrook Ct., Concord, Calif., sells loco bells, whistles, oil, elec. headlights, other rr. hardware. List 25c.

JIM SEACREST, 2750 Woodcrest, Lincoln, Neb., buys size 116 or larger negs. CB&Q, C&S, FW&D, Wichita Valley.

BILL SEIGFORD, 606 Fourth St., New Cumberland, Pa., wants PRR wall calendars '35, '37, '38, '42, '44-'46, '50. (SAS)

DICK SHORT, 303 S. 4th St., Philadelphia, Pa., sells, trades size 616 negs., 35mm Kodachrome slides of Eastern trolleys. Trades steam negs. and slides, RDG emp. tts. for other emp. tts.

R. C. SNAVELY, R.D. 1, Hershey, Pa., sells 35mm color slides Pa. active steam, diesel. List, 8c stamps.

MIKE STERNFELD, 26-11 York St., Fairlawn, N.J., sells pix Eastern diesels, trolleys, BEDT steam, last pass. tr. on NYC Putnam Div., Erie pre-merger tts. (SAS)

BILL STEWART, 7300 Sargent Rd., Indianapolis, Ind., buys any size orig. pix Indiana RR, Ind. Union Trac., THI&E, CA&E, pre-'40 CNS&M.

JOEL STOKES, 3958 S. Hill St., Los Angeles, Calif., buys steam loco bldr's pix Baldwin, Alco, Lima, Schenectady, Rodgers, Brooks.

TOM STRAUSS, 11550 Xaxis St. NW, Coon Rapids, Minn., buys all size diesel pix CMSP&P, DM&IR, Soo.

FLETCHER SWANSON, 16 St. Nicholas Rd., Darien, Conn., wants tts., emp. tts., esp. of abandoned branches.

BRIAN TAIT, c/o Post Office, Mangatainoka, North Island, New Zealand, wants to hear from American steam fans.

PAUL THOMPSON, 229 N. Summit Ave., Prescott, Ariz., sells steam, diesel pix AT&SF, SP, UP, NKP, clearances, tr. orders, sw. lists, S.F. mags. (What size pix, Paul?)

WALT VAN DYCK, 850 Harway St., Kalamazoo, Mich., will trade 42 issues Railroad Magazine, 27 issues Trains, Western Railroader '47-'55, emp. passes '01-'04, 150 steam pix for stamp collections.

A. F. von BLON, Box 6422 BU Sta., Waco, Tex., sells Texas Central stock certificate.

JIM WADE, 339 Calhoun Ave., Greenwood, S.C., buys any size L&N steam photos.

BOB WEBSTER, 5244 Dunbar St., Vancouver, B.C., Canada, will trade full BCER interurban roller curtain for full roller curtain of U.S. or Canada interurban. Write first.

BILL WARDEN, 1216 Shamrock Lane, Waynesboro, Va., sells steam, diesel action pix N&W, B&O, PRR, BC&G, VBR. List, sample 10c. (Wha' size pix, Bill?)

DICK WIERSEMA, 4842 Ellsworth Ave., Pittsburgh, Pa., sells steam, elec. railroadiana, incl. tts., tkts., PRR Keystone, roll signs, old issues Railroad Magazine. List 8c stamps.

ART WOOD, 197 Lincoln Ave., Brooklyn, N.Y., sells RDG No. 2124 on Kodak postcards, 6 diff., 10c ea.; also 5x7, 8x10 enlargements.

S. WOODRING, 121 S. 7th St., Council Bluffs, Iowa, buys early '20's Off. Guides.

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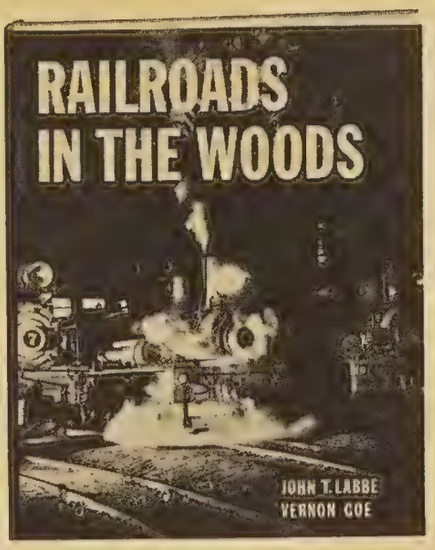
BILL CORBEN, 9325 Walnut, Kansas City, Missouri, trades 3½x5½ or 8x10 steam pix, size 120 or 616 or p.c. steam negs. for ¼" scale locos, cars, equip.

Mrs. CLINTON FERRIS, 1968 Newton St., Akron, O., will sell 00 gage equip., built up and kits, also back issues Railroad Magazine, RMC, Trains '50-'60.

NORM REINHARDT, 68 Caroline Ave., Clifton, N.J., sells Athaern HO equip. Trades 127 negs. of Eastern cars and locos for those of rrs. in South.

F. J. SHAW, 4 3 St., Sausalito, Calif., buys toy steam locos, cast-iron trains.

J. F. SMITH, 17638 Roosevelt, Homewood, Ill., sells, trades HO locos, pass. cars, power unit, emp. tts., or pix for HO frt. cars or locos (SAS)



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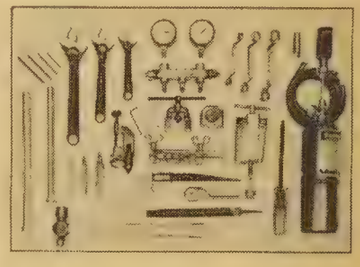

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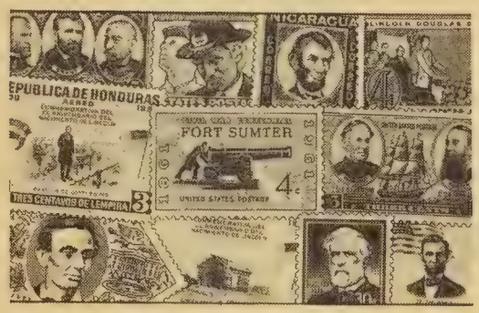

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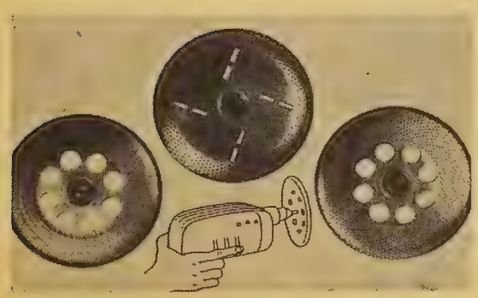

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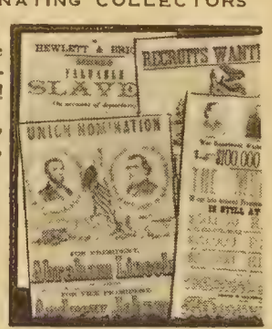

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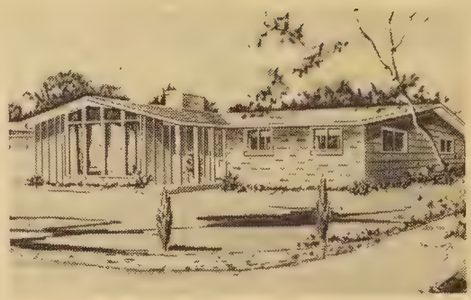

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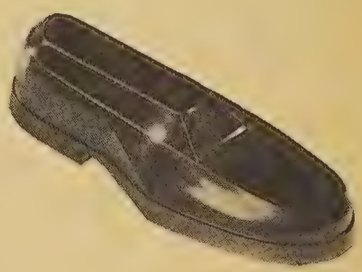

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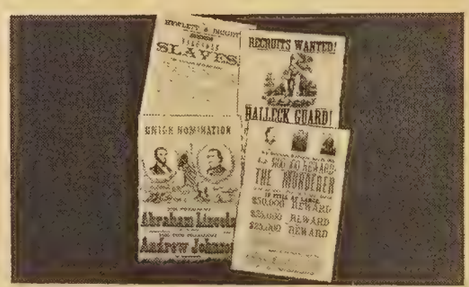

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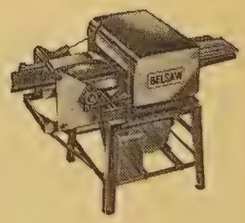

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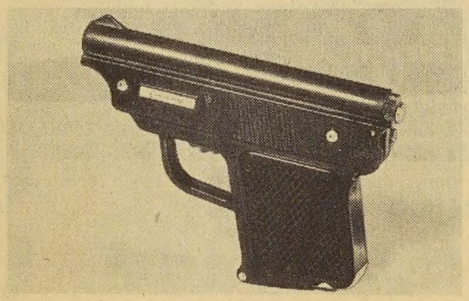
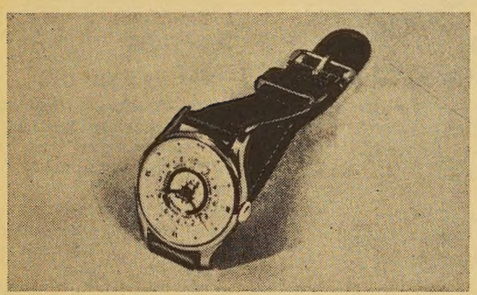
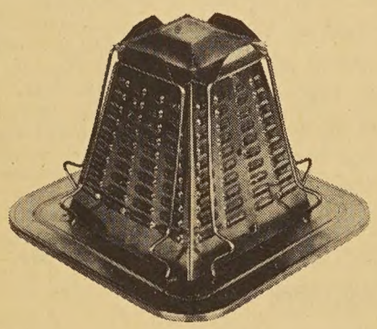
GUNNING for a unique radio? Well, here it is, the Gun-Tone—a transistor radio and a flashlight too. An unbeatable combination, it's surefire appeal for kids from 9-90. Pull back on thumb switch—you click the radio on and off and adjust volume. Turn the back button, you shoot a flashlight beam. Separate batteries. $14.95 ppd. Order from Big Three, Inc., Dept. AM, 1109-Sixth Avenue, N.Y. 36.

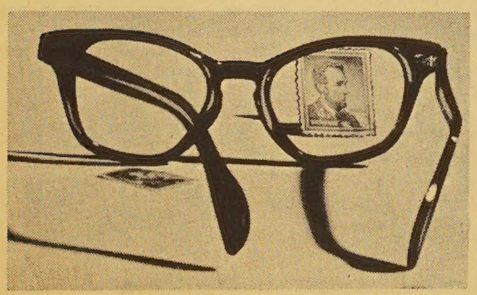




"SEVEN SEAS" WRISTWATCH tells time in hours, bells, watches and the "24 hour system." This nautical beauty is in chromium-plated case with stainless-steel back. Water resistant, shockproof; complete with leather band. Dependable, guaranteed movement. Wonderful gift. $12.50 ppd., from The Ship's Wheel, 1325-A West 59th St., La Grange, Ill.

BURNING QUESTION: Tired of burnt toast? You can toast 4 slices at a time; watch it as it turns golden brown before your sleepy-though-they-may-be eyes. Get exact shade you like. Uses **no electricity.** Use over gas stove burner or fire place. Seekers of the unusual will warm up to this nifty gift. $1.98 ppd. Best Values, Dept. AM, 403 Market St., Newark, N.J.





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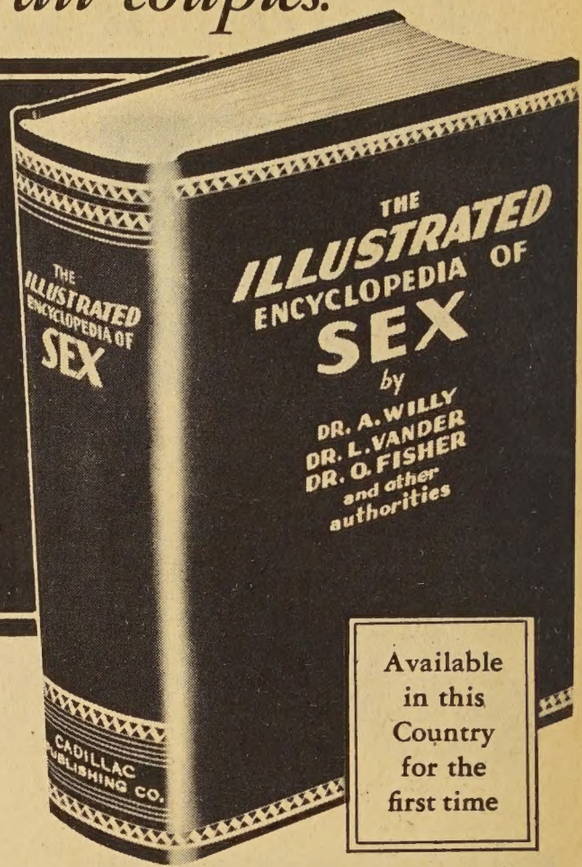

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- Woman's perfect complete sexual satisfaction
- How to derive perfection in sexual act
- Reactions of man and woman during sexual relations compared
- The truth about sex vitamins that improve sexual powers
- Natural birth control
- New discoveries in birth control
- Woman's fertile days
- Causes of sex drive in women
- Female frigidity, its causes and cures
- Causes and cures for sexual impotence in men
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- How to correct male's premature climax
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Profits That Lie Hidden in America's Mountain of Broken Electrical Appliances

By J. M. Smith *President, National Radio Institute*

And I mean profits for you — no matter who you are, where you live, or what you are doing now. Do you realize that there are over 400 million electrical appliances in the homes of America today? So it's no wonder that men who know how to service them properly are making $3 to $5 an hour — in spare time or full time! I'd like to send you a Free Book telling how you can quickly and easily get into this profitable field.

THE COMING OF THE AUTO created a multi-million dollar service industry, the auto repair business. Now the same thing is happening in the electrical appliance field. But with this important difference: anybody with a few simple tools can get started in appliance repair work. No big investment or expensive equipment is needed.

The appliance repair business is booming — because the *sale* of appliances is booming. One thing naturally follows the other. In addition to the 400,000,000 appliances *already* sold, this year alone will see sales of 76 million *new* appliances. For example, 4,750,000 new coffee makers, almost 2,000,000 new room air conditioners, 1,425,000 new clothes dryers. A nice steady income awaits the man who can service appliances like these. And I want to tell you why that man can be *you* — even if you don't know a volt from an ampere now.

A Few Examples of What I Mean

Now here's a report from Earl Reid, of Thompson, Ohio: "In one month I took in approximately $648 of which $510 was clear. I work only part time." And, to take a big jump out to California, here's one from J. G. Stinson, of Long Beach: "I have opened up a small repair shop. At present I am operating the shop on a spare time basis — but the way business is growing it will be a very short time before I will devote my full time to it."

Don't worry about how little you may now know about repair work. What John D. Pettis, of Bradley, Illinois wrote to me is this: "I had practically no knowledge of any kind of repair work. Now I am busy almost all my spare time and my day off — and have more and more repair work coming in all along. I have my shop in my basement."

We Tell You Everything You Need to Know

If you'd like to get started in this fascinating, profitable, rapidly growing field — let us give you the home training you need. Here's an excellent opportunity to build up "a business of your own" without big investment — open up an appliance repair shop, become independent. Or you may prefer to keep your present job, turn your spare time into extra money.

You can handle this work anywhere — in a corner of your basement or garage, even on your kitchen table. No technical experience, or higher education is necessary. We'll train you at home, in your spare time, using methods proven successful for over 45 years. We start from scratch — *tell* you in plain English, and *show* you in clear pictures — everything you need to know. And, you will be glad to know, your training will cost you less than 20¢ a day.

FREE BOOK *and Sample Lesson*

I think that our 24-page Free Book will open your eyes to a whole world of new opportunities and how you can "cash in" on America's "Electrical Appliance Boom."

I'll also send you a Free Sample Lesson. It shows how simple and clearly illustrated our instruction is — how it can quickly prepare you for a profitable future in this big field. Just mail coupon, letter, or postcard to me: *Mr. J. M. Smith, President, National Radio Institute, Dept. R4J1, Washington 16, D.C.* (No obligation, of course — and no salesman will call on you.)

EARN WHILE YOU LEARN *with this APPLIANCE TESTER*

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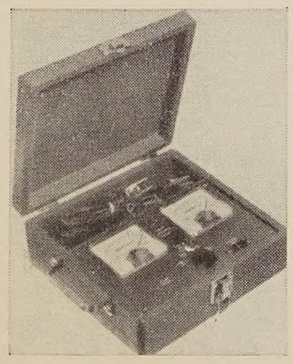

Your NRI Course comes *complete* with all the parts to assemble a sturdy, portable Appliance Tester that helps you earn while you learn. Easy-to-follow manual tells how to assemble and use the Tester *right away*. Locate faulty cords, short circuits, poor connections, etc. in a jiffy; find defects in house wiring, measure electricity used by appliances; many other uses.

With this Tester you save time and make money by doing jobs quicker, making sure appliances operate correctly after repairs.

MAIL THIS FOR FREE BOOK and SAMPLE LESSON

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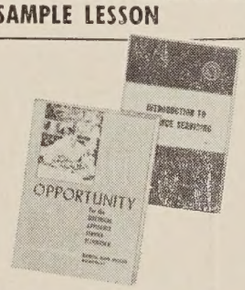

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Fifty years ago the horse and buggy business was supreme—today almost extinct. Fifty years ago the hand-laundry washtub industry ran into many millions—today practically a relic. Only a comparatively few foresighted men saw the fortunes ahead in the automobile and the washing machine. Yet irresistible waves of public buying swept these men to fortune, and sent the buggy and the washtub into the discard. So are great successes made by men able to detect the shift in public favor from one industry to another.

Now another change is taking place. An old established industry—an integral and important part of the nation's structure—in which millions of dollars change hands every year—is in thousands of cases being replaced by a truly astonishing, simple invention which does the work better—more reliably—AND AT A COST OFTEN AS LOW AS 2% OF WHAT IS ORDINARILY PAID! It has not required very long for men who have taken over the rights to this valuable invention to do a remarkable business, and show exceptional earnings.

EARNINGS

Exceptional earnings grossed show the possibilities attainable in this business. A Louisiana man wrote: "My average earnings past 3 years about $150 a week; last 3 months as much as $250 weekly." Ohio man's report: "A business man said to me, 'This thing has caught the whole city on fire.' For the first 30 days I worked, I earned $1343.00" A Tennessee man: "Last year, my average built up to $200 a week by December, but my earnings January reached $1,000 net." Space does not permit mentioning here more than these few random cases. However, they are sufficient to indicate that the worth-while future in this business is coupled with immediate earnings for the right kind of man. Some of our top men have made over a thousand sales each on which they earned up to $60 per sale and more. Many of these sales were repeat business. Yet they had never done anything like this before coming to us. That is the kind of opportunity this business offers. The fact that this business has attracted to it such business men as former bankers, executives of businesses—men who demand only the highest type of opportunity and income—gives a fairly good picture of the kind of business this is. Our door is open, however, to the young man looking for the right field in which to make his start and develop his future.

Not a "Gadget"— Not a "Knick-Knack"—

but a valuable, proved device which has been sold successfully by business novices as well as seasoned veterans.

Make no mistake—this is no novelty—no flimsy creation which the inventor hopes to put on the market. You probably have seen nothing like it yet—perhaps never dreamed of the existence of such a device—yet it has already been used by corporations of outstanding prominence — by dealers of great corporations—by their branches—by doctors, newspapers, publishers—schools—hospitals, etc., etc., and by thousands of small business men. You don't have to convince a man that he should use an electric bulb to light his office instead of a gas lamp. Nor do you have to sell the same business man the idea that some day he may need something like this invention. The need is already there—the money is usually being spent right at that very moment—and the desirability of saving the greatest part of this expense is obvious immediately.

Some of the Savings You Can Show

You walk into an office and put down before your prospect a letter from a sales organization showing that they did work in their own office for $11 which formerly could have cost them over $200. A building supply corporation pays our man $70, whereas the bill could have been for $1,600! An automobile dealer pays our representative $15, whereas the expense could have been over $1,000. A department store has expense of $88.60, possible cost if done outside the business being well over $2,000. And so on. We could not possibly list all cases here. These are just a few of the many actual cases which we place in your hands to work with. Practically every line of business and every section of the country is represented by these field reports which hammer across dazzling, convincing money-saving opportunities which hardly any business man can fail to understand.

Profits Typical of the Young, Growing Industry

Going into this business is not like selling something offered in every grocery, drug or department store. For instance, when you take a $30 order, your minimum share is $20. On $1,500 worth of business, your share can be $1,100.00. The very least you get as your part of every dollar's worth of business you do is 67 cents—on ten dollars' worth $6.70, on a hundred dollars' worth $67.00—in other words two-thirds of every order you get is yours. Not only on the first order—but on repeat orders—and you have the opportunity of earning an even larger percentage.

This Business Has Nothing to Do With House to House Canvassing

Nor do you have to know anything about high-pressure selling. "Selling" is unnecessary in the ordinary sense of the word. Instead of hammering away at the customer and trying to "force" a sale, you make a dignified, business-like call, leave the installation—whatever size the customer says he will accept—at our risk, let the customer sell himself after the device is in and working. This does away with the need for pressure on the customer—it eliminates the handicap of trying to get the money before the customer has really convinced himself 100%. You simply tell what you offer, showing proof of success in that customer's particular line of business. Then leave the invention without a dollar down. It starts working at once. In a few short days, the installation should actually produce enough cash money to pay for the deal, with profits above the investment coming in at the same time. You then call back, collect your money. Nothing is so convincing as our offer to let results speak for themselves without risk to the customer! While others fail to get even a hearing, our men are making sales running into the hundreds. They have received the attention of the largest firms in the country, and sold to the smallest businesses by the thousands.

No Money Need Be Risked

in trying this business out. You can measure the possibilities and not be out a dollar. *If you are looking for a business that is not overcrowded*—a business that is just coming into its own—on the upgrade, instead of the downgrade — a business that offers the buyer relief from a burdensome, but unavoidable expense—a business that has a prospect practically in every office, store, or factory into which you can set foot—regardless of size—*that is a necessity* but does not have any price cutting to contend with as other necessities do—that because you control the sales in exclusive territory is your own business—*that pays more on some individual sales than many men make in a week and sometimes in a month's time*—if such a business looks as if it is worth investigating, *get in touch with us at once* for the rights in your territory—don't delay—because the chances are that if you do wait, someone else will have written to us in the meantime—and if it turns out that you were the better man—we'd both be sorry. So for convenience, *use the coupon* . . . . but send it right away—or wire if you wish. But do it now.

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